



Aviation Investigation Final Report

Location:	Glens Falls, New York	Accident Number:	NYC03LA103
Date & Time:	May 11, 2003, 06:12 Local	Registration:	N20909
Aircraft:	Francis Giroux Moni-Motorglider 032	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

The pilot was attempting a "high speed taxi test" when the airplane unexpectedly became airborne, about 1,000 feet down the runway. As the airplane approached the end of the runway, at an altitude of 100 feet, and "marginal airspeed," the pilot initiated a left turn to return to the airport. During the turn, the airplane stalled, and impacted the ground in a steep, nose-down attitude. Examination of the airplane revealed no mechanical deficiencies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed which resulted in an inadvertent stall. Contributing factors were the excessive taxi speed, and the inadvertent lift off.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
2. (F) LIFT-OFF - INADVERTENT - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Factual Information

On May 11, 2003, at 0612 eastern daylight time, a homebuilt Moni-Motorglider 032, N20909, was substantially damaged while attempting to land at Floyd Bennett Memorial Airport (GFL), Glens Falls, New York. The certificated commercial pilot received serious injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the test flight conducted under 14 CFR Part 91.

According to the pilot, he was attempting a "high speed taxi test" when the airplane unexpectedly became airborne, about 1,000 feet down the runway. As the airplane approached the end of the runway, at an altitude of 100 feet, and "marginal airspeed," the pilot initiated a left turn to return to the airport. During the turn, the airplane stalled, and impacted the ground in a steep, nose-down attitude.

The airplane had been built by the pilot over the previous 8 months. In the weeks leading up to the accident, the pilot had twice attempted to obtain a Federal Aviation Administration (FAA) airworthiness certificate for it. The FAA inspector who conducted the most recent inspection of the airplane in late April 2003, stated that it did not meet FAA airworthiness standards.

Examination of the airplane by an FAA inspector revealed no mechanical anomalies.

Weather conditions reported at the airport, at 0553, included winds from 360 degrees at 4 knots and clear skies.

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 1, 2003
Flight Time:	1000 hours (Total, all aircraft), 0 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Francis Giroux	Registration:	N20909
Model/Series:	Moni-Motorglider 032	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	032MG-1
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	560 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	0 Hrs	Engine Manufacturer:	Teledyne Continental
ELT:	Not installed	Engine Model/Series:	4A032-III
Registered Owner:	Francis A Giroux	Rated Power:	18 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GFL,328 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	05:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	10°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(GFL)	Type of Flight Plan Filed:	None
Destination:	(GFL)	Type of Clearance:	None
Departure Time:	06:10 Local	Type of Airspace:	Class E

Airport Information

Airport:	Floyd Bennett Memorial Airport GFL	Runway Surface Type:	Asphalt
Airport Elevation:	328 ft msl	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.34111,-73.610275

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Jeff Wasileski; FAA/FSDO; Albany, NY
Original Publish Date:	April 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56963

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).