



Aviation Investigation Final Report

Location:	SEYMOUR, Indiana	Accident Number:	CHI93DEX01
Date & Time:	May 6, 1993, 09:45 Local	Registration:	N10GZ
Aircraft:	ZEIGLER MONI	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated the airplane stalled shortly after takeoff at an altitude of 50 feet, and then contacted the ground. Each wing of the experimental airplane had been shortened by 3 feet, and a heavier landing gear installed by the builder, who was also the pilot. No adjustment to performance data had been done.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an inadvertent stall. Factors relating to the accident are the major alteration of the airframe, and failure of the pilot-in-command to obtain new performance data.

Findings

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

Findings

1. (F) MAINTENANCE, MAJOR ALTERATION - PERFORMED - PILOT IN COMMAND
2. (F) PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On May 6, 1993, at 0945, eastern standard time, a Zeigler Moni homebuilt airplane, N10GZ, sustained substantial damage when the pilot lost control and crashed on takeoff at the Freeman Municipal Airport, Seymour, Indiana. The private pilot, and sole occupant of the airplane, received minor injuries. No flight plan was filed for the local flight, and visual meteorological conditions prevailed at the time.

The pilot stated the airplane stalled after takeoff at an altitude of about 50 feet, and contacted the ground in a nose- down attitude.

The airplane had been modified by the pilot, who was also the builder. Each wing had been shortened by 3 feet, and a heavier landing gear had been installed. No adjustment had been made to the performance data for the airplane to compensate for the increased weight or shortened wings. The airplane had not been recertificated in this configuration.

Pilot Information

Certificate:	Private	Age:	53,U
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 20, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 100 hours (Total, this make and model), 260 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ZEIGLER	Registration:	N10GZ
Model/Series:	MONI MONI	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	0023
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 25, 1993 Annual	Certified Max Gross Wt.:	500 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	100 Hrs	Engine Manufacturer:	IAME
ELT:	Not installed	Engine Model/Series:	107E
Registered Owner:	GARY L. ZEIGLER	Rated Power:	30 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	FREEMAN MUNI SER	Runway Surface Type:	Asphalt
Airport Elevation:	583 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.95021,-85.879127(est)

Administrative Information

Investigator In Charge (IIC): Justesen, Robert

Additional Participating Persons:

Original Publish Date: August 17, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=9147>

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