



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CARMEL, IN	<b>Accident Number:</b>	CHI00LA279
<b>Date &amp; Time:</b>	09/01/2000, 0815 EST	<b>Registration:</b>	N1156L
<b>Aircraft:</b>	Mockler ZODIAC CH-600	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The accident airplane was destroyed during an in-flight impact with a tower and with terrain. A witness said, 'I watched the plane fly from North to South over my house. The plane was very low about 250 - 300ft. The engine sounded good and the plane was flying level and not losing altitude. It appeared under control.' Another witness said, 'Heard a plane low - sounded like an ultra light - watched it circle us saw it was a single engine - it was right over us - heading north and flew right into the radio tower - and tumbled down to the ground - the right wing/airplane parts hung in the tower [and] the plane crashed....' At 0755, the weather was: Wind 110 degrees at 5 knots; visibility 7 statute miles; sky condition few 15,000 feet; temperature 24 degrees C; dew point 21 degrees C; altimeter 30.03 inches of mercury. A Federal Aviation Administration inspector said, 'Due to the extensive damage to the forward structure, some cable attachments were broken, but it appeared that all controls were in operation at the time of the accident.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot not maintaining altitude/clearance from the tower. A factor was the tower.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. (F) OBJECT - TOWER
  2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On September 1, 2000, about 0815 eastern standard time, a Mockler Zodiac CH-600, N1156L, piloted by a private pilot, was destroyed during an in-flight impact with an antenna tower and with terrain while maneuvering near Carmel, Indiana. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot was fatally injured. The local flight originated from Anderson Municipal Darlington Field, near Anderson, Indiana, about 0800.

A witness said, "I watched the plane fly from North to South over my house. The plane was very low about 250 - 300ft. The engine sounded good and the plane was flying level and not losing altitude. It appeared under control. I lost visual as he passed south in a tree line."

Another witness said, "Heard a plane low - sounded like an ultra light - watched it circle us saw it was a single engine - it was right over us - heading north and flew right into the radio tower - and tumbled down to the ground - the right wing/airplane parts hung in the tower [and] the plane crashed...."

At 0755, the Indianapolis International Airport, near Indianapolis, Indiana, weather was: Wind 110 degrees at 5 knots; visibility 7 statute miles; sky condition few 15,000 feet; temperature 24 degrees C; dew point 21 degrees C; altimeter 30.03 inches of mercury.

Federal Aviation Administration (FAA) inspectors performed an on-scene examination of the wreckage. A FAA inspector stated that the airplane's right wing impacted a radio tower about 160 feet above ground level, that the impacted tower was about 192 feet high, and that the airplane came to rest inverted about 421 feet from the impacted tower. Another FAA inspector said, "Due to the extensive damage to the forward structure, some cable attachments were broken, but it appeared that all controls were in operation at the time of the accident."

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	76, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/16/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	960 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Mockler	Registration:	N1156L
Model/Series:	ZODIAC CH-600 ZODIAC CH-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	6-1552
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	42 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912
Registered Owner:	EDWARD LESTER MOCKLER	Rated Power:	
Operator:	EDWARD LESTER MOCKLER	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IND, 797 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0755 CDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 21° C
Precipitation and Obscuration:			
Departure Point:	ANDERSON, IN (AID)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** EDWARD F MALINOWSKI **Report Date:** 05/18/2001

**Additional Participating Persons:** IZIA ICKOVITZ; INDIANAPOLIS, IN

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).