



Aviation Investigation Final Report

Location:	Seymour, Indiana	Accident Number:	CEN24LA177
Date & Time:	April 30, 2024, 15:00 Local	Registration:	N750EE
Aircraft:	Zenith CH-750	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that he was practicing short-field takeoffs and landings with the pilot-rated airplane owner. After multiple takeoffs and landings on the owner's field, the flight instructor took off, turned prematurely, and clipped a fence with the right wing. The airplane flipped over, impacted terrain, and came to a rest inverted, which resulted in substantial damage to the forward fuselage and both wings. The flight instructor reported that there were no preimpact malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight instructor's failure to maintain clearance from a fence during a takeoff attempt.

Findings

Personnel issues	Decision making/judgment - Instructor/check pilot
Environmental issues	Fence/fence post - Contributed to outcome
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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Flight instructor Information

Certificate:	Airline transport; Flight instructor	Age:	66,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	March 20, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 26, 2024
Flight Time:	11000 hours (Total, all aircraft), 150 hours (Total, this make and model), 10500 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Zenith	Registration:	N750EE
Model/Series:	CH-750	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	75-8157
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 24, 2024 Condition	Certified Max Gross Wt.:	1440 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	47.1 Hrs as of last inspection	Engine Manufacturer:	Jabiru
ELT:	Installed, not activated	Engine Model/Series:	3300
Registered Owner:	On file	Rated Power:	120 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBAK, 656 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	17:45 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	24°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seymour, IN (SER)	Type of Flight Plan Filed:	None
Destination:	Seymour, IN (SER)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.040689,-86.007531

Administrative Information

Investigator In Charge (IIC):	Rutt, Brian
Additional Participating Persons:	John Van Rees; FAA - Indianapolis FSDO
Original Publish Date:	August 1, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194213

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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](#).