



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	SANTA FE, NM	<b>Accident Number:</b>	FTW96LA367
<b>Date &amp; Time:</b>	09/01/1996, 1808 MDT	<b>Registration:</b>	N103HJ
<b>Aircraft:</b>	Jackson SONERAI I	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On September 1, 1996, at 1808 mountain daylight time, a Jackson Sonerai I, N103HJ, registered to and operated by a private owner as a Title 14 CFR Part 91 personal flight, was substantially damaged during a forced landing, following a loss of power near Santa Fe, New Mexico. Visual meteorological conditions prevailed and a flight plan was not filed. The commercial pilot, the sole occupant, sustained minor injuries. The flight originated from Questa, New Mexico, about 1723, and was en route to Moriarty, New Mexico.

The pilot reported the following information to the FAA inspector. The first leg of the flight from Moriarty to Questa took approximately one hour. After arriving at Questa he was unable to start the aircraft for the second leg of the flight. Both engine magnetos were replaced. After departing Questa, an intermediate stop was made at Taos Municipal Airport, Taos, New Mexico, for fuel. However, there was no fuel available. Approximately 24 minutes after departing Taos, while in cruise flight at 9,500 feet MSL, the engine lost power. A forced landing was initiated to an open field, and during the landing roll, the aircraft "flipped over the nose."

A witness reported in a written statement observing and hearing the following information. The airplane appeared to be attempting to land at the Santa Fe Airport. At approximately 1,000 feet AGL the airplane's engine lost total power. While the airplane was in a "glide," he heard the engine try to restart several times; however, each time it only "sputtered and quit."

An examination of the airplane by the FAA inspector revealed damage to the rudder, the landing gear, both wing tips, and the fuselage. An examination of the fuel system revealed that the expansion fuel cap had separated during ground impact, and the only evidence of fuel was a slight odor. The pilot reported to the FAA inspector that there was no fuel visible on the clear plastic tube which serves as a fuel quantity gauge, at the time the engine lost power.

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/19/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	650 hours (Total, all aircraft), 28 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Jackson	<b>Registration:</b>	N103HJ
<b>Model/Series:</b>	SONERAI I SONERAI I	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	003
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	07/26/1996, Annual	<b>Certified Max Gross Wt.:</b>	850 lbs
<b>Time Since Last Inspection:</b>	4 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	126 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	C-90-12F
<b>Registered Owner:</b>	MATTHEW L. THOMAS	<b>Rated Power:</b>	90 hp
<b>Operator:</b>	MATTHEW L. THOMAS	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAF, 6345 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1750 MDT	Direction from Accident Site:	255°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 7° C
Precipitation and Obscuration:			
Departure Point:	TAOS, NM (SKX)	Type of Flight Plan Filed:	None
Destination:	MORIARTY, NM (OE0)	Type of Clearance:	None
Departure Time:	1741 MDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON
Additional Participating Persons:	JEFFREY D HUSS; ALBUQUERQUE, NM
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .