



National Transportation Safety Board Aviation Accident Data Summary

Location:	SANTA FE, NM	Accident Number:	FTW96LA367
Date & Time:	09/01/1996, 1808 MDT	Registration:	N103HJ
Aircraft:	Jackson SONERAI I	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane was on a flight from Questa, New Mexico, to Moriarty, New Mexico. 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 made in an open field, and during the landing roll, the airplane 'flipped over the nose.' A witness reported hearing the airplane's engine 'stop,' and observed the airplane in a 'glide.' The witness also heard the engine 'start and stop' several times. 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 that there was no fuel visible on the clear plastic tube, which served as a fuel quantity gauge at the time the engine lost power.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper planning/decision, which resulted in fuel exhaustion due to an inadequate supply of fuel. The lack of suitable terrain for the forced landing was a related factor.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: NOSE OVER
Phase of Operation: EMERGENCY LANDING

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - ROUGH/UNEVEN

Pilot Information

Certificate:	Commercial; Private	Age:	28
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Jackson	Registration:	N103HJ
Model/Series:	SONERAI I SONERAI I	Engines:	1 Reciprocating
Operator:	MATTHEW L. THOMAS	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	C-90-12F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAF, 6345 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	28° C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	TAOS, NM (SKX)	Destination:	MORIARTY, NM (OEO)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON	Adopted Date:	04/29/1997
Investigation Docket:	NTSB accident and incident docket 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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the

accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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