



National Transportation Safety Board Aviation Accident Final Report

Location:	WISC RAPIDS, WI	Accident Number:	CHI88DEP08
Date & Time:	08/01/1988, 1300 CDT	Registration:	N79TG
Aircraft:	MONNETT SONERAI II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT RPRTD THAT DRG TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 200' AGL. AN EMERG LNDG WAS MADE IN THE BEST AVAILABLE AREA, WHICH WAS A GOLF COURSE ON ROLLING TERRAIN. DRG THE LNDG ROLL, THE PLT APPLIED BRAKES, BUT WAS UNABLE TO STOP BEFORE THE ACFT WENT OVER A RIDGE WITH A STEEP DECLINING SLOPE BEYOND. AS THE ACFT WENT OVER THE RIDGE (DROP-OFF), IT BECAME AIRBORNE, THEN TOUCHED DOWN HARD & WAS DAMAGED WHERE THE TERRAIN BEGAN RISING AGAIN. THE ACFT HAD BEEN SVCD WITH AUTO FUEL. THE PLT BELIEVED THE ENG HAD LOST POWER DUE TO VAPOR LOCK. ACCORDING TO AC 91-33, AUTO FUEL IS MORE SUSCEPTIBLE TO VAPOR LOCK AT ELEVATED TEMPS. THE TEMP WAS 93 DEG. NO OTHER PART MALFUNCTION OR FAILURE WAS EVIDENT.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
2. (F) FLUID,FUEL GRADE - OTHER
3. (C) FLUID,FUEL - STARVATION

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	23, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/13/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	955 hours (Total, all aircraft), 390 hours (Total, this make and model), 869 hours (Pilot In Command, all aircraft), 133 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MONNETT	Registration:	N79TG
Model/Series:	SONERAI II SONERAI II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	00109
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/29/1988, Annual	Certified Max Gross Wt.:	935 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	412 Hours	Engine Manufacturer:	VOLKSWAGEN
ELT:	Not installed	Engine Model/Series:	1700 EV
Registered Owner:	BERNARD S. FIRED	Rated Power:	60 hp
Operator:	BERNARD FRIED	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUW, 1201 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1250 CDT	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	34° C / 19° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	OSHKOSH, WI (OSH)	Type of Clearance:	None
Departure Time:	1300 CDT	Type of Airspace:	Class G

Airport Information

Airport:	ALEXANDER FIELD	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3771 ft / 50 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CHARLES A EBERT	Report Date:	07/03/1989
Additional Participating Persons:			
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 , 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.

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](#).