



# Aviation Investigation Final Report

<b>Location:</b>	SILSBEE, Texas	<b>Accident Number:</b>	FTW88DRA01
<b>Date &amp; Time:</b>	October 13, 1987, 17:50 Local	<b>Registration:</b>	N19MW
<b>Aircraft:</b>	WATKINS/MONNETT MONI	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

SHORTLY AFTER TAKEOFF, THE ENG LOST POWER & THE PLT TRIED TO RETURN TO THE ARPT. HOWEVER, AS HE WAS SHUTTING OFF THE FUEL, THE ACFT STALLED & BEGAN TO SPIN. HE INITIATED CORRECTIVE ACTION, BUT THE ACFT COLLIDED WITH TREES BEFORE HE COULD RECOVER. AN INVESTIGATION REVEALED THE FUEL SHUT-OFF VALVE FILTER SCREEN WAS ABOUT 75% CLOGGED WITH A CARBON LIKE MATERIAL WHICH RESTRICTED THE FUEL FLOW TO THE ENG. THE PLT/OWNER/BUILDER WAS NOT AWARE OF THIS FUEL SCREEN, WHICH WAS INSTALLED BEHIND THE FUEL SHUT-OFF VALVE, INSIDE THE FUEL TANK. HE HAD INSTALLED ANOTHER IN-LINE FUEL FILTER WHICH WAS CLEAN. THE HOME BUILT ACFT HAD 50 HRS TOTAL FLT TIME & HAD FLOWN ONLY 9 HRS SINCE THE ANNUAL INSPN.

## 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) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MAINTENANCE,INSPECTION - INADEQUATE - PILOT IN COMMAND
  2. (C) FUEL SYSTEM - CONTAMINATION
  3. (C) FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
  4. (C) FLUID,FUEL - STARVATION
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

- Findings
5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  7. (C) DIVERTED ATTENTION - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

- Findings
8. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 13, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	139 hours (Total, all aircraft), 55 hours (Total, this make and model), 139 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	WATKINS/MONNETT	<b>Registration:</b>	N19MW
<b>Model/Series:</b>	MONI MONI	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	00195
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	June 3, 1987 Annual	<b>Certified Max Gross Wt.:</b>	560 lbs
<b>Time Since Last Inspection:</b>	9 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	50 Hrs	<b>Engine Manufacturer:</b>	KFM
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	107E
<b>Registered Owner:</b>	WATKINS, MARK D	<b>Rated Power:</b>	25 Horsepower
<b>Operator:</b>	MARK D. WATKINS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BPT ,77 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	16:52 Local	<b>Direction from Accident Site:</b>	320°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(45R )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BEAUMONT , TX (BPT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:50 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	HAWTHORNE FIELD 45R	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	77 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3800 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	30.370718,-94.309387(est)

## Administrative Information

**Investigator In Charge (IIC):** Dasilva, N.

**Additional Participating Persons:**

**Original Publish Date:** January 25, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=22470>

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