



# Aviation Investigation Final Report

<b>Location:</b>	LAKE RIVERSIDE, California	<b>Accident Number:</b>	LAX87DUG03
<b>Date &amp; Time:</b>	April 25, 1987, 14:00 Local	<b>Registration:</b>	N189L
<b>Aircraft:</b>	FRIMELT WERNER MONI 164	<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

JUST AFTER TAKE OFF OF A HOMEBUILT, EXPERIMENTAL ACFT, A WITNESS OBSERVED THE ACFT AT APRX 150 FT AGL INITIATE A 15 DEG TURN TO THE RIGHT. IMMEDIATELY THEREAFTER THE ACFT PITCHED DOWN SLIGHTLY AND BEGAN TO LOSE ALTITUDE, THEN ABRUPTLY ENTERED A SPIN AND COLLIDED WITH THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE FUEL VALVE WAS IN THE OFF POSITION. THE PLT ALSO MADE A STATEMENT THAT THE ACFT HAD HAD CHOKE PROBLEMS IN THE PAST THAT CAUSED THE ENG TO QUIT IN FLT, BUT WAS RESTARTED BEFORE AN EMERGENCY LANDING WAS MADE. THE PLT FOUND THAT THE CHOKE WAS STICKING. AFTER THE PLT REROUTED IT HE SAID THAT 'IT SEEMED TO WORK BETTER, BUT IT NEVER DID WORK CORRECTLY.'

## 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  
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
- (C) FUEL SYSTEM, FUEL SHUTOFF - BINDING (MECHANICAL)

2. (C) FLUID,FUEL - STARVATION

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

4. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Glider	<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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 12, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	201 hours (Total, all aircraft), 40 hours (Total, this make and model), 181 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FRIMELT WERNER MONI	<b>Registration:</b>	N189L
<b>Model/Series:</b>	164 164	<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>	164
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	March 28, 1986 Annual	<b>Certified Max Gross Wt.:</b>	550 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10 Hrs	<b>Engine Manufacturer:</b>	KFM
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	107E
<b>Registered Owner:</b>	STEPHEN DUFFIN	<b>Rated Power:</b>	20 Horsepower
<b>Operator:</b>		<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	AGUANGA, CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## 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>	

## Administrative Information

**Investigator In Charge (IIC):** Morton, R

**Additional Participating Persons:** DANIEL W ALLISON;

**Original Publish Date:** October 7, 1988

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=25298>

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