



Aviation Investigation Final Report

Location:	INDIANTOWN, Florida	Accident Number:	MIA84FA095
Date & Time:	February 26, 1984, 13:34 Local	Registration:	N87RB
Aircraft:	MONNETT MONI	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT CRASHED IN PIECES AFTER THE AIRFRAME FAILED WHILE THE PLT WAS PERFORMING AEROBATICS. THE PLT USED HIS PARACHUTE WHILE STILL BELTED TO THE TAIL SECTION OF THE ACFT WHICH WAS LOWERED BY THE CHUTE. THE WRECKAGE CONSISTED OF SIX MAIN PIECES OF SEPARATED AIRFRAME. INVESTIGATION REVEALED THAT THE ACFT IS OF AN ALL METAL CONSTRUCTION AND INCORPORATES THE USE OF BONDING TO ATTACH THE ONE PIECE WING SKINS TO THE LEFT AND RIGHT WINGS. EXAMINATION OF THE BONDED SURFACES INDICATED THAT CONTAMINATION OF THE SURFACES DURING THE BONDING PROCESS RESULTED IN A WEAKER BOND BETWEEN THE BONDED SURFACE AND BONDING MATERIAL.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CLIMB

Findings

1. (F) WING - FAILURE, TOTAL
2. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

3. (C) INADEQUATE QUALITY CONTROL - PRODUCTION/DESIGN PERSONNEL
4. (F) MISC EQPT/FURNISHINGS,SEAT BELT - BINDING(MECHANICAL)
5. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 16, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3754 hours (Total, all aircraft), 5 hours (Total, this make and model), 3754 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MONNETT	Registration:	N87RB
Model/Series:	MONI MONI	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	116
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	November 28, 1983 Annual	Certified Max Gross Wt.:	560 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	47 Hrs	Engine Manufacturer:	ITAL-AMERICAN
ELT:	Not installed	Engine Model/Series:	KFM 107
Registered Owner:	ROBERT K. BRUMWELL	Rated Power:	25 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	VRB ,24 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	INDIANTOWN , FL (X58)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:14 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Kennedy, Jeffrey

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30975>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).