

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 12/30/2003

CHI03LA232
File No. 14570 07/28/2003 Stephen, MN Aircraft Reg No. N67ND Time (Local): 14:30 CDT

Make/Model:	American Champion (ACAC) / 8KCAB	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	Lycoming / AEIO-360-H1A	Crew	0				
Aircraft Damage:	Substantial	Pass	0		0		1
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	GRAND FORKS, ND	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:		Basic Weather:	Visual Conditions
Airport Name:	Unk/Nr	Lowest Ceiling:	None
Runway Identification:	Unk/Nr	Visibility:	10.00 SM
Runway Length/Width (Ft):	Unk/Nr	Wind Dir/Speed:	230 / 007 Kts
Runway Surface:		Temperature (°C):	31
Runway Surface Condition:		Precip/Obscuration:	None / None

Pilot-in-Command	Age: 23	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 1287
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea;		Last 90 Days: 190
Instrument Ratings		Total Make/Model: 346
Airplane		Total Instrument Time: 85

The airplane sustained substantial damage when it struck power lines while maneuvering at low altitude. The pilot-rated passenger reported that the pilot was performing low altitude maneuvers over a river when it struck power lines. The passenger stated that the pilot didn't feel that they had struck the line until she pointed it out to the pilot. They continued the flight and attempted to enter the pattern at two other airports but, because of air traffic in the area, they continued the flight to a third airport. Upon landing the passenger and pilot removed the wire from the airplane and inspected a hole in the aircraft wing. The pilot felt the airplane was still airworthy and decided to fly it back to the departure airport. The pilot and passenger returned to the departure airport without incident.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
3. (F) OBJECT - WIRE, TRANSMISSION
4. (F) ALTITUDE - LOW - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's failure to maintain clearance from the transmission line and the pilot's continued operation with known deficiencies in equipment. Factors to the accident were the power lines and the low altitude the pilot was flying at.