		NTSB ID: CHI03LA232		Aircraft Registration Number: N67ND	
		Occurrence Date: 07/28/2003		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Stephen		State MN	Zip Code 56757	Local Time 1430	Time Zone CDT
Airport Proximity:		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer American Champion (ACAC)		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 28, 2003, about 1430 central daylight time, an American Champion 8KCAB, N67ND, piloted by a commercial pilot, sustained substantial damage when the airplane impacted two power lines that cross the Red River near Stephen, Minnesota. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed during the flight. No flight plan was on file. The pilot and pilot rated passenger were uninjured. The local flight departed from Grand Forks International Airport (GFK), near Grand Forks, North Dakota, about 1404 and returned to GFK at 1513.</p> <p>A loss of electrical power to a farm was reported to a power company in Warren, Minnesota. Two power lines that cross the Red River south of the Minnesota Highway 317 - North Dakota Highway 17 bridge were found broken. The power company replaced one 6A wire and one 8A wire. A power company representative estimated the height of the 6A wire to be about 60 feet above the water and the 8A wire to be about 56 feet above the water.</p> <p>The pilot's written statement said: While flying over the Red River, the aircraft struck a wire. The aircraft had departed GFK at approximately 2:00 pm for a local flight. No injuries occurred and the aircraft eventually landed at GFK."</p> <p>The pilot rated passenger's written statement said: He started talking about flying low over the river. This is when I asked multiple times if it was safe and if he could get in trouble, to which he replied that neither would be a problem. He said he wasn't worried about it. He then told me not to worry about this and that I would be okay, so I trusted him [and] went along with it. [The pilot] started winding [with] the river, where he proceeded to have me take control [and] try. I tried, didn't feel comfortable, and told him to take control. He took control, and while he was maneuvering the airplane, we hit the power lines. [The pilot] was sitting in back, and thought we hit a bird. I was in front, and right when we hit the power lines, and I think I saw three wires. I felt a jolt, but we continued flying with no problems. At this point [the pilot] wasn't convinced we hit lines until I looked out my left window and saw pieces of wire wrapping around the wing support bar, saw the ripped hole in the wing connected to a long trailing piece. He climbed out and started heading towards Minto, where we would land, check damage, and call UND. As we approached Minto, [the pilot] saw people in the pattern, and decided to try Grafton, where there were also people in the pattern. At this point we headed towards Stephens and landed on runway 17 and taxied off to the right, where we shut down and got out. [The pilot and] I got out to look at the damage, [the pilot] started to unwind the wires from the wing</p>					
FACTUAL REPORT - AVIATION					
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National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: CHI03LA232

Occurrence Date: 07/28/2003

Occurrence Type: Accident

## Narrative (Continued)

while I helped pull the long wire off the taxiway. I asked [the pilot] about the hole in the wing, I asked if the fuel tank could've been affected, and proceeded to ask about the scratches in the prop. I felt it was unsafe to fix and asked if UND should be called to come pick us up. He felt that we had already flown as far as we had, and that we could make it back safely. We took off [and] started heading [southwest] towards Minto again, [the pilot] thinking we could call for a ride there. I went along with it just wanting to land. In mid-flight he decided to go back to Grand Forks. We got ATIS, called approach inbound [with] India, and landed [and] parked.


## A witness stated:


On July 28, [2003] at about 2:30 p.m. a green over white single engine plane, top wing, was flying at or below tree top level following the course of the river. As I was about to enter the house from the south side (entry) I heard a low flying plane. Shortly I heard a sharp snap, I then was sure they had hit a power line spanning the river. It was flying from a southerly to northerly direction. After the snap I saw the plane fly upward and make a left turn to the west. I watched it until it disappeared behind the trees.

The pilot reported no mechanical malfunctions or failures.

The airplane manufacturer stated that the airplane was produced with a Sacramento green, Juneau white burst, and black trim color scheme.

At 1437, the weather at Hallock Municipal Airport, near Hallock, Minnesota, located approximately 23 nautical miles north of the power lines was: Wind 230 degrees at 7 knots, gusts to 14 knots; visibility 10 statute miles; sky conditions scattered 5,500 feet.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: CHI03LA232			
		Occurrence Date: 07/28/2003			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
<b>Aircraft Information</b>					
Aircraft Manufacturer American Champion (ACAC)		Model/Series 8KCAB		Serial Number 667-92	
Airworthiness Certificate(s): Acrobatic					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	1344 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: AEIO-360-H1A	Rated Power: 180 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 07/2003	Time Since Last Inspection 42.2 Hours	Airframe Total Time 3781.1 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner University of North Dakota		Street Address P.O. Box 8216			
		City Grand Forks	State ND	Zip Code 58202	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI03LA232
	Occurrence Date: 07/28/2003
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 23
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Sex: M	Seat Occupied: Rear	Principal Profession: Unknown	Certificate Number: On File
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Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA:

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? No	Current Biennial Flight Review? 02/2002
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 07/2002
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	1287	346	1144	131	179	25	60	1		
Pilot In Command(PIC)	1065	329	965	100	101	21	0	0		
Instructor	945	322	871	74	137	21	0	0		
Last 90 Days	190	131	189	1	2	0	0	0		
Last 30 Days	88	61	88	0	2	0	0	0		
Last 24 Hours	3	1	3	0	0	0	0	0		

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point GRAND FORKS	State ND	Airport Identifier GFK	Departure Time 1404	Time Zone CDT
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Destination Local Flight	State	Airport Identifier GFK	
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Type of Clearance: None

Type of Airspace: Class E

**Weather Information**

Source of Briefing: National Weather Service

Method of Briefing: Aircraft Radio

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI03LA232
	Occurrence Date: 07/28/2003
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
HCO	1437	CDT	819 Ft. MSL	23 NM	20 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			5500 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.01 "Hg
Temperature: 31 °C	Dew Point: 13 °C	Wind Direction: 230		Density Altitude: Ft.	
Wind Speed: 7	Gusts: 14	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: CHI03LA232

Occurrence Date: 07/28/2003

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Edward F. Malinowski

Additional Persons Participating in This Accident/Incident Investigation:

Kenneth O Snyder  
Inspector  
Fargo, ND, FSDO  
1801 23rd Avenue, Room 216  
Fargo, ND 58102