



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: July 9, 2019
Person Contacted: Raymond Jakubiak
NTSB Accident Number: CEN19FA210 – Chebanse, Illinois

Narrative:

Mr. Jakubiak reported that they departed Effingham County Airport (1H2) about 9:00am and flew to the Smyrna Airport (MQY). After picking up a passenger, they departed MQY for Clow Airport (1C5). The takeoff and initial portion of the flight were routine, and the engine was running “fine.” He noted that there were some scattered thunderstorms along the route of flight which required minor course deviations.

About 10 miles south of Kankakee at 3,000 ft msl, he recalled hearing a sudden “big boom.” The sound (tone) of the engine decreased and lost power. Mr. Jakubiak initially thought about trying to glide to Kankakee, but the airplane was not at a high enough altitude. The airplane was established in a 500-fpm gliding descent at the time. The engine seemed to be running but was not producing any power. The engine indications were normal. He recalled checking the fuel quantity gauges shortly before the loss of power; one main tank was over 1/2 full and the other main tank was at 3/4 full. He had not turned on the wing tip fuel tank transfer pumps because there was still over 1/2 fuel remaining in the main tanks.

Mr. Jakubiak recalled thinking that he needed to make a decision about where to land as the airplane was descending through 2,000 ft msl. He considered a road but was concerned about the power lines along side it. He ultimately decided to land in a wheat field; the crop was about 3 or 4 ft tall. He flew a modified pattern -- downwind, base and final – to the wheat field. Established on final at 75 ~ 80 knots, he lowered the landing gear and began a landing flare. However, when the airplane touched down, the wheels “stuck” due to the muddy field conditions and the airplane came to an abrupt stop.

Mr. Jakubiak stated that the airplane was fully fueled (topped off) – both main fuel tanks and both wing tip fuel tanks – before departing Effingham. The airplane was not fueled in Smyrna. He explained that fuel must be transferred from the tip tanks to the main tanks by switching on dedicated pumps. Once the fuel is transferred to the main tanks, it is then supplied to the engine. Fuel will not be transferred from the tip tanks to the main tanks unless the pumps are on.

Mr. Jakubiak noted that an annual inspection was completed the previous week. A top overhaul was accomplished about two years ago.



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Date: February 11, 2020
Person Contacted: Raymond Jakubiak
NTSB Accident Number: CEN19FA210 – Chebanse, Illinois

Narrative:

Mr. Jakubiak stated that they were in cruise flight at 3,000 ft msl at the time of the loss of engine power. His wife heard what sounded like a “cannon or shot gun” immediately before the event. For that reason, he recalled thinking that it was a problem with the engine itself. He attempted to restore engine power but “before [he] knew it” the airplane was passing through 2,000 ft msl and he focused on setting up for a forced landing. He thought that he had switched fuel tanks during that time. He estimated that it was “no more” than 4 or 5 minutes from the time the engine lost power until the forced landing. After the airplane came to rest, he recalled turning the auxiliary fuel pump off.

Mr. Jakubiak reported he had checked the fuel gauges shortly before the event. The left main fuel tank indicated one-half full, and the right tank indicated between one-half and three-quarters full. The fuel quantity gauges had been accurate in the past. During cruise flight, he normally sets the power at 2,300 rpm and 23” manifold pressure.

----- *End of Summary* -----



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Date: June 11, 2020
Person Contacted: Raymond Jakubiak
NTSB Accident Number: CEN19FA210 – Chebanse, Illinois

Narrative:

Mr. Jakubiak stated that he always flew with the Shadin fuel computer on. However, he did not recall initializing it before departing from Effingham or from Smyrna earlier in the day. He primarily referenced the fuel gauges to monitor fuel consumption and recalled that they were both above half-full when the engine quit. He would normally switch on the transfer pumps for the wing tip tanks when the main tanks were about half-full.

----- *End of Summary* -----