



# Aviation Investigation Final Report

<b>Location:</b>	JACOBSON, Minnesota	<b>Accident Number:</b>	CHI88DER08
<b>Date &amp; Time:</b>	August 7, 1988, 15:30 Local	<b>Registration:</b>	N11RA
<b>Aircraft:</b>	CESSNA T337D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING THE CLIMB FROM TAKEOFF, THE FRONT ENGINE SUSTAINED A TOTAL POWER LOSS DUE TO A FUEL LEAK. THE PILOT SECURED THE ENGINE, HOWEVER WAS UNABLE TO MAINTAIN ALTITUDE, LOSING ABOUT 50 FT PER MINUTE. DUE TO A THUNDERSTORM AT THE DEPARTURE AIRPORT, HE ELECTED TO CONDUCT AN EMERGENCY LANDING IN A FIELD. HE REPORTED DOWNDRAFTS AND WINDSHIFTS WHICH FORCED THE LANDING TO BE LONG. DURING ROLLOUT THE AIRCRAFT STRUCK AN EMBANKMENT.

## 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(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CLIMB

- Findings
1. 1 ENGINE
  2. (C) FUEL SYSTEM,FUEL CONTROL - LEAK
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

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Occurrence #3: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

4. (F) WEATHER CONDITION - THUNDERSTORM

5. (F) WEATHER CONDITION - UNFAVORABLE WIND

6. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 20, 1988
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	405 hours (Total, all aircraft), 37 hours (Total, this make and model), 215 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N11RA
<b>Model/Series:</b>	T337D T337D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	T-337-1143
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	July 12, 1988 Annual	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>	38 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1822 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-360-A
<b>Registered Owner:</b>	PHILLIP R FORSETH	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	FORSETH, PHILIP R.	<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>	Dusk
<b>Observation Facility, Elevation:</b>	DLH ,1300 ft msl	<b>Distance from Accident Site:</b>	26 Nautical Miles
<b>Observation Time:</b>	17:11 Local	<b>Direction from Accident Site:</b>	285°
<b>Lowest Cloud Condition:</b>	Scattered / 10000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GRAND RAPIDS , MN (GPZ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	ANOKA , MN (ANE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<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 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 1 Minor, 2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor, 3 None	<b>Latitude, Longitude:</b>	47.000648,-93.260292(est)

## Administrative Information

**Investigator In Charge (IIC):** Willman, David

**Additional Participating Persons:**

**Original Publish Date:** October 2, 1989

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=13893>

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