



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	DETROIT LAKES, MN	<b>Accident Number:</b>	CHI98LA331
<b>Date &amp; Time:</b>	09/02/1998, 1050 CDT	<b>Registration:</b>	N6703E
<b>Aircraft:</b>	Cessna 172N	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Public Aircraft		

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## Analysis

As the airplane neared its destination the pilot did a pre-landing checklist. When he placed the mixture to full 'RICH' the engine began to run rough. He said the application of carburetor heat did not eliminate the roughness. The pilot said he positioned the fuel selector to the 'RIGHT' fuel tank and the engine began to run normally for a short time and then quit. The on-scene examination revealed no usable fuel in the airplane's fuel tanks. The pilot said he had told another pilot to fill the fuel tanks to the filler neck the day before the accident flight. During his preflight inspection of the airplane, the pilot said he did not visually check the fuel level, but relied on the fuel tank gauges to confirm that the tanks were 'FULL.'

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An inadequate preflight inspection by the pilot which resulted in fuel exhaustion and subsequent loss of engine power.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE

### Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. TERRAIN CONDITION - ROUGH/UNEVEN

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	66
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Instrument Airplane
<b>Flight Time:</b>	8900 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6703E
<b>Model/Series:</b>	172N 172N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CIVIL AIR PATROL	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-D2J
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Public Aircraft		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DTL, 1396 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 120°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HUTCHINSON, MN (HCE)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): FRANK S GATTOLIN Adopted Date: 02/16/2001

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.