Analysis
The pilot reported that while circling a house, 'the plane without warning, violently, went into a spin.' He said he 'applied full right rudder, stopped the spin, broke the stall, and pulled out as much as the plane would give.' The airplane 'hit flat into several trees before hitting the ground.' Examination of the wreckage revealed no anomalies with the airplane.

Probable Cause
The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain adequate airspeed while circling at low altitude, which resulted in an inadvertent stall/spin.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings
1. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

<table>
<thead>
<tr>
<th>Certificate</th>
<th>Age</th>
<th>Airplane Rating(s)</th>
<th>Instrument Rating(s)</th>
<th>Other Aircraft Rating(s)</th>
<th>Instructor Rating(s)</th>
<th>Flight Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>38</td>
<td>Single-engine Land</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>185 hours (Total, all aircraft), 18 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)</td>
</tr>
</tbody>
</table>
Aircraft and Owner/Operator Information

- **Aircraft Make:** Cessna
- **Registration:** N6059J
- **Model/Series:** A150L A150L
- **Engines:** 1 Reciprocating
- **Operator:** ANOKA FLIGHT TRAINING
- **Engine Manufacturer:** Continental
- **Operating Certificate(s) Held:** None
- **Engine Model/Series:** O-200-A
- **Flight Conducted Under:** Part 91: General Aviation - Personal

Meteorological Information and Flight Plan

- **Conditions at Accident Site:** Visual Conditions
- **Condition of Light:** Day
- **Observation Facility, Elevation:** MSP, 841 ft msl
- **Weather Information Source:** Weather Observation Facility
- **Lowest Ceiling:** None / 0 ft agl
- **Wind Speed/Gusts, Direction:** 15 knots / 22 knots, 300°
- **Visibility:** 20 Miles
- **Departure Point:** (ANE)
- **Destination:**

Wreckage and Impact Information

- **Crew Injuries:** 1 Serious
- **Aircraft Damage:** Substantial
- **Passenger Injuries:** 1 Serious
- **Aircraft Fire:** None
- **Ground Injuries:** N/A
- **Aircraft Explosion:** None

Administrative Information

- **Investigator In Charge (IIC):** DAVID C BOWLING
- **Adopted Date:** 09/03/1996
- **Investigation Docket:**

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.