



National Transportation Safety Board Aviation Accident Final Report

Location:	LAMBERTON, MN	Accident Number:	CHI95FA001
Date & Time:	10/01/1994, 1900 CDT	Registration:	N3654J
Aircraft:	CESSNA 150G	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ACCORDING TO WITNESSES, THE PILOT TOOK OFF FROM A GRAVEL ROAD NEXT TO HIS BROTHER-IN-LAW'S FARM. AFTER TAKEOFF, HE MADE ONE PASS NORTH TO SOUTH AND A SECOND PASS WEST TO EAST JUST SOUTH OF THE FARM HOUSE. WITNESSES STATED THE AIRPLANE WAS AT AN ALTITUDE OF A FEW HUNDRED FEET. AS THE PILOT PULLED UP SHARPLY, THE NOSE OF THE AIRPLANE DROPPED, AND THE AIRPLANE BEGAN ROTATING TO THE RIGHT. THE WITNESSES REPORTED THE ENGINE NOISE DECREASED BUT THE ENGINE CONTINUED TO RUN DURING THE DESCENT. THE AIRPLANE IMPACTED THE TERRAIN IN A PLOWED FIELD. INVESTIGATION REVEALED NO EVIDENCE OF PREIMPACT MALFUNCTION. TOXICOLOGICAL TESTING REVEALED 0.153 UG/ML CHLORPHENIRAMINE (AN OVER-THE-COUNTER ANTIHISTAMINE) IN LIVER FLUID, 0.478 UG/ML IN SPLEEN FLUID. THERAPEUTIC LEVEL IS 0.016-0.070 UG/ML IN BLOOD SPECIMENS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed. A factor in the accident was the pilot's ostentatious display by buzzing.

Findings

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

Findings

1. (F) BUZZING - PERFORMED - PILOT IN COMMAND
2. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Factual Information

HISTORY OF FLIGHT

On October 1, 1994, about 1900 central daylight time, a Cessna 150G, N3654J, was destroyed while maneuvering near Lambertson, Minnesota. The solo private pilot sustained fatal injuries. The flight originated about 1857 on a farm road near the accident site with a planned destination of St. James, Minnesota. Visual meteorological conditions prevailed for the personal flight, conducted under 14 CFR Part 91. No flight plan was filed.

According to witnesses, the pilot had been visiting with relatives, celebrating his sister's 25th wedding anniversary. He took off, as he had previously landed, from the gravel road next to his brother-in-law's farm. After takeoff, he made one pass north to south and a second pass west to east just south of the farm house.

Witnesses stated the airplane was at an altitude of a few hundred feet. As the pilot pulled up sharply, the nose of the airplane dropped, and the airplane began rotating to the right. They reported the engine noise decreased but the engine continued to run during the descent. The airplane impacted the terrain in a plowed field.

WRECKAGE AND IMPACT INFORMATION

The NTSB on-scene investigation began on October 2, 1994, at 0930. The wreckage was located in a field north of the Ervin Runk farm and east of the Donald Runk farm.

A five by three foot crater, six inches deep was located two feet in front of the nose of the airplane. The left wing was separated from the main wreckage and was located 27 feet to the south, oriented perpendicular to the fuselage. The forward fuselage was crushed upward and aft to the aft door frames. The empennage, aft of the cabin area, was bent 90 degrees to the right. The right wing was crushed aft at a thirty degree angle from midspan out to the tip.

One blade of the propeller was bent aft approximately 30 degrees at midspan. The tip of the other blade was bent slightly forward. Minor torsional bending was evident.

Slight charring to surrounding vegetation was evident beneath the engine. Witnesses reported they had extinguished a small postimpact fire using a hand held fire extinguisher.

The spark plugs were black and coated with carbon. The left magneto sparked when it was rotated by hand. The right magneto was partially melted and could not be functionally tested.

No evidence of preimpact mechanical malfunction was discovered. Examination of engine and flight control system continuity revealed no anomalies.

A fuel sample from the left wing tank revealed clean, clear, green colored fuel. The sample smelled similar to automobile fuel. Testing of the fuel with a field test kit revealed it contained no water and greater than five percent alcohol.

MEDICAL AND PATHOLOGICAL INFORMATION

Autopsy of the pilot was conducted at the Immanuel-St. Joseph's Hospital, 1025 Marsh Street, P. O. Box 8673, Mankato, MN 56002- 2626. Toxicological testing was negative for all tests conducted except 0.153 (ug/ml, ug/g) Chlorpheniramine detected in liver fluid and 0.478 (ug/ml, ug/g) Chlorpheniramine detected in spleen fluid.

According to a NTSB National Resource Specialist, the therapeutic level for Chlorpheniramine

is .016 to .070 (ug/ml, ug/g) in blood specimens. Chlorpheniramine is listed in the Physicians' Desk Reference as an active ingredient in many nonprescription cold and allergy medications. Medications containing Chlorpheniramine warn "use caution when driving a motor vehicle or operating heavy machinery"

ADDITIONAL DATA/INFORMATION

Parties to the investigation were the Federal Aviation Administration Flight Standards District Office, Minneapolis, Minnesota, and Cessna Aircraft Corporation, Wichita, Kansas.

Following the on-scene portion of the investigation, the wreckage was released to Mr. Dewayne Malmgron, the manager of the St. James Airport.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/09/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	354 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3654J
Model/Series:	150G 150G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15064954
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3658 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200
Registered Owner:	KEITH E. WOLLE	Rated Power:	100 hp
Operator:	KEITH E. WOLLE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RWF, 1023 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1845 CDT	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15° C / 14° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ST. JAMES, MN (D40)	Type of Clearance:	VFR
Departure Time:	1900 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WESLEY M ROBBINS	Report Date:	02/04/1997
Additional Participating Persons:	CLAUDE C UNDERWOOD; WICHITA, KS MIKAL K CAMPANELLO; MINNEAPOLIS, MN		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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