



National Transportation Safety Board Aviation Accident Data Summary

Location:	LAMBERTON, MN	Accident Number:	CHI95FA001
Date & Time:	10/01/1994, 1900 CDT	Registration:	N3654J
Aircraft:	CESSNA 150G	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

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

Pilot Information

Certificate:	Private	Age:	41
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	354 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3654J
Model/Series:	150G 150G	Engines:	1 Reciprocating
Operator:	KEITH E. WOLLE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200
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:	RWF, 1023 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 90°
Temperature:	15° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: ST. JAMES, MN (D40)		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	WESLEY M ROBBINS	Adopted Date:	02/04/1997
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/ .		

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.