



National Transportation Safety Board Aviation Accident Final Report

Location:	BLAINE, MN	Accident Number:	CHI96LA147
Date & Time:	05/01/1996, 1911 CDT	Registration:	N6059J
Aircraft:	Cessna A150L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

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 and Findings

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

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

Factual Information

On May 1, 1996, at 1911 central daylight time (cdt), a Cessna, A150L, N6059J, operated by a private pilot, sustained substantial damage when while maneuvering, it departed controlled flight. It subsequently impacted the terrain in a wooded area. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. No flight plan was on file. The pilot and passenger sustained serious injuries. The local flight originated at Anoka, Minnesota at 1830 cdt.

In his written statement, the pilot said that while en route to a practice area, the passenger asked him to fly over his girlfriend's house. The pilot flew the airplane over the house "at pattern altitude and turned to the west in a climb to about 1,300 feet (above ground level)." The passenger asked if they could fly over the house again. The pilot agreed, "and initiated a turn to the south. The plane without warning, violently, went into a spin." The pilot "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."

The Federal Aviation Administration (FAA) inspector who examined the wreckage at the scene, found the airplane in a wooded area, approximately 300 feet behind a house. The right wing had a large dent in the leading edge at mid-span, and there was skin wrinkling along the upper and lower surfaces. The left wing was bent all along the leading edge and the wing tip had broken off. There was skin wrinkling along the upper and lower surfaces. The left wing flap showed slight extension. The engine cowling, firewall and forward fuselage were bent up and aft. The instrument panel and glare shield were broken into several pieces. The aft fuselage and empennage were bent to the left. The engine and propeller remained attached to the engine mounts. One propeller blade showed torsional bending. The other blade was slightly bent. Flight control continuity was confirmed. The engine was retained for further testing.

The engine was examined at Bolduc Aviation, Incorporated, St. Cloud, Minnesota, on June 12, 1996. The engine was run on a test stand and put through a set of test parameters. The FAA inspector who oversaw the testing reported that no anomalies were found.

Pilot Information

Certificate:	Private	Age:	38, 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:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/01/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	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)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6059J
Model/Series:	A150L A150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	A1500259
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	04/05/1996, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	19 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4116 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	JOSEPH K. BROUGH	Rated Power:	100 hp
Operator:	ANOKA FLIGHT TRAINING	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSP, 841 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1852 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / -8° C
Precipitation and Obscuration:			
Departure Point:	(ANE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1830 CDT	Type of Airspace:	Class B

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
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): DAVID C BOWLING **Report Date:** 09/03/1996

Additional Participating Persons: CABOT MCCLEAN; MINNEAPOLIS, MN
RANDY VANDENHUL; WICHITA, KS

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/>.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).