



National Transportation Safety Board Aviation Accident Data Summary

Location:	BEMIDJI, MN	Accident Number:	CHI92LA021
Date & Time:	11/01/1991, 1806 CST	Registration:	N8283E
Aircraft:	CESSNA 172	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

THE PILOT OF A SINGLE ENGINED AIRPLANE HAD JUST RECEIVED AN IFR CLEARANCE. THE AIRPLANE PERFORMED AN INTERSECTION TAKEOFF AT NIGHT WITH WINDS GUSTING TO 30 KNOTS AND BLOWING SNOW. JUST PRIOR TO ROTATION THE PILOT STATED HE OBSERVED THE AIRSPEED INDICATOR DISPLAYING '0'. HE DECIDED TO TAKEOFF BECAUSE HE BELIEVED INSUFFICIENT RUNWAY REMAINED FOR AN ABORTED TAKEOFF. AFTER TAKEOFF THE PILOT STATED HIS OTHER PRESSURE INSTRUMENTS WERE NOT FUNCTIONING PROPERLY. THE AIRPLANE COLLIDED WITH TREE AND TERRAIN APPROXIMATELY 2 MILES FROM THE AIRPORT'S CENTER. THE ON SCENE INVESTIGATION REVEALED A SLIGHT TRACE OF ICE WAS ON THE WINGS LEADING EDGE. ONE OF THE TWO STATIC PORTS WAS FOUND WITH ICE BLOCKING IT. THE SECOND STATIC PORT WAS DESTROYED DURING THE CRASH SEQUENCE. THE ALTERNATE STATIC SOURCE SWITCH WAS FOUND IN THE 'STANDBY' POSITION. THE PILOT STATED, 'I FIGURED I COULD USE THE ALTERNATE STATIC SOURCE ONCE I WAS UP HIGH ENOUGH TO CLEAR THE TREES.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT PLANNING AND PREPARATION BY THE PILOT IN COMMAND, THE NON PERFORMANCE OF FAN EMERGENCY PROCEDURE AND NOT MAINTAINING A POSITIVE RATE OF CLIMB ON BEHALF OF THE PILOT IN COMMAND. FACTORS CONTRIBUTING TO THE ACCIDENT WERE THE PILOT IN COMMAND'S NOT REMOVING ICE FROM THE AIRPLANE, NOT OBTAINING ALTITUDE DURING THE CLIMB, AND NOT MAINTAINING DIRECTIONAL CONTROL.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
 5. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND
 6. (C) CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 7. (F) ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
 8. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings
9. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
10. TERRAIN CONDITION - SNOW COVERED

Pilot Information

Certificate:	Commercial	Age:	24
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	286 hours (Total, all aircraft), 30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8283E
Model/Series:	172 172	Engines:	1 Reciprocating
Operator:	THIEF RIVER AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	0320H2AD
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BJI, 1390 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 400 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 320°
Temperature:	-18°C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	THIEF RIVER FLS, MN (TVF)

Airport Information

Airport:	BEMIDJI BELTRAMI COUNTY (BJI)	Runway Surface Type:	Asphalt
Runway Used:	31	Runway Surface Condition:	Snow--dry
Runway Length/Width:	6598 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	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):	Frank S Gattolin	Adopted Date:	12/04/1992
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.