



# National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| <b>Location:</b>        | CRAWFORDSVILLE, IN   | <b>Accident Number:</b> | CHI84LA123  |
| <b>Date &amp; Time:</b> | 03/02/1984, 1020 CST | <b>Registration:</b>    | N6076K      |
| <b>Aircraft:</b>        | CESSNA 150           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 2 None      |

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

AFTER RETURNING TO THE ARPT, THE STUDENT BEGAN PRACTICING TOUCH-&-GO LANDINGS. WHILE CLIMBING THRU ABOUT 150 FT AGL, AFTER THE 3RD LANDING, THE ENG SPUTTERED TWICE, THEN QUIT RUNNING. THE ACFT WAS LANDED STRAIGHT AHEAD ON SNOW COVERED TERRAIN. WHEN THE NOSEWHEEL SETTLED, IT DUG INTO MUD & THE PLANE NOSED OVER. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. TOUCH-AND-GO

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) TERRAIN CONDITION - SNOW COVERED
4. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Flight Instructor; Commercial   | <b>Age:</b>                              | 22, Male   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Seat Occupied:</b>                    | Right      |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |            |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | Yes        |
| <b>Instructor Rating(s):</b>     | Airplane Multi-engine   | <b>Toxicology Performed:</b>             | No         |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | 07/11/1983 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 539 hours (Total, all aircraft), 300 hours (Total, this make and model), 370 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |            |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                   | <b>Registration:</b>                  | N6076K          |
| <b>Model/Series:</b>                 | 150 150                  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 15077512        |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | 11/24/1983, Unknown      | <b>Certified Max Gross Wt.:</b>       | 1600 lbs        |
| <b>Time Since Last Inspection:</b>   |                          | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |                          | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | O-200           |
| <b>Registered Owner:</b>             | CRAWFORDSVILLE AVIATION  | <b>Rated Power:</b>                   | 100 hp          |
| <b>Operator:</b>                     | CRAWFORDSVILLE AVIATION  | <b>Operating Certificate(s) Held:</b> |                 |

## Meteorological Information and Flight Plan

|                                  |                         |   |                   |
|----------------------------------|-------------------------|---|-------------------|
| Conditions at Accident Site:     | Visual Conditions       | Condition of Light:                     | Day               |
| Observation Facility, Elevation: | LAF, 606 ft msl         | Distance from Accident Site:            | 22 Nautical Miles |
| Observation Time:                | 1050 CST                | Direction from Accident Site:           | 360°              |
| Lowest Cloud Condition:          | Scattered / 3000 ft agl | Visibility                              | 3 Miles           |
| Lowest Ceiling:                  | None / 0 ft agl         | Visibility (RVR):                       | 0 ft              |
| Wind Speed/Gusts:                | 6 knots /               | Turbulence Type<br>Forecast/Actual:     | /                 |
| Wind Direction:                  | 350°                    | Turbulence Severity<br>Forecast/Actual: | /                 |
| Altimeter Setting:               | 30 inches Hg            | Temperature/Dew Point:                  | -1° C / -6° C     |
| Precipitation and Obscuration:   |                         |   |                   |
| Departure Point:                 |                         | Type of Flight Plan Filed:              | None              |
| Destination:                     |                         | Type of Clearance:                      | None              |
| Departure Time:                  | 0900 EST                | Type of Airspace:                       | Class G           |

## Airport Information

|                      |                      |                           |              |
|----------------------|----------------------|---------------------------|--------------|
| Airport:             | CRAWFORDSVILLE (CFJ) | Runway Surface Type:      | Asphalt      |
| Airport Elevation:   | 804 ft               | Runway Surface Condition: | Dry          |
| Runway Used:         | 4                    | IFR Approach:             | None         |
| Runway Length/Width: | 4000 ft / 75 ft      | VFR Approach/Landing:     | Touch and Go |

## Wreckage and Impact Information

|                     |        |                      |             |
|---------------------|--------|----------------------|-------------|
| Crew Injuries:      | 2 None | Aircraft Damage:     | Substantial |
| Passenger Injuries: | N/A    | Aircraft Fire:       | None        |
| Ground Injuries:    | N/A    | Aircraft Explosion:  | None        |
| Total Injuries:     | 2 None | Latitude, Longitude: |             |

## Administrative Information

|                                   |  |              |  |
|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC):     | PAMELA S KLECKNER  | Report Date: |  |
| Additional Participating Persons: |  |              |  |
| 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |  |

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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](#).