



National Transportation Safety Board Aviation Accident Data Summary

Location:	CRAWFORDSVILLE, IN	Accident Number:	CHI84LA123
Date & Time:	03/02/1984, 1020 CST	Registration:	N6076K
Aircraft:	CESSNA 150	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

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

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

Findings

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

Findings

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

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

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

Findings

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	22
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N6076K
Model/Series:	150 150	Engines:	1 Reciprocating
Operator:	CRAWFORDSVILLE AVIATION	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	O-200
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAF, 606 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 350°
Temperature:	-1 °C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	CRAWFORDSVILLE (CFJ)	Runway Surface Type:	Asphalt
Runway Used:	4	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PAMELA S KLECKNER

Adopted 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.