



National Transportation Safety Board Aviation Accident Final Report

Location:	ANOKA, MN	Accident Number:	CHI83FA407
Date & Time:	09/01/1983, 1945 CDT	Registration:	N4975A
Aircraft:	CESSNA 152	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT RENTED THE ACFT & REPORTED THAT HE & HIS FRIEND WOULD BE GOING ON A LOCAL FLT. A WITNESS STATED THAT HE SAW THE ACFT FLY OVER AT AN ESTIMATED 1000 TO 1500 FT AGL. REPORTEDLY, THE ACFT WAS IN LEVEL FLT WHEN THE PLT 'CUT' THE POWER, THE ACFT 'NOSED UP A LITTLE BIT', THEN ENTERED A SPIN. ANOTHER WITNESS STATED THAT SHE SAW THE ACFT & THOUGHT THAT 'THEY WERE DOING SOME KIND OF STUNT.' SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND IN A NOSE DOWN ATTITUDE. THE WRECKAGE WAS CONFINED WITHIN THE DIMENSIONS OF THE ACFT. NO PREIMPACT/MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/22/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	305 hours (Total, all aircraft), 134 hours (Total, this make and model), 163 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4975A
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	A1520922
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/16/1982, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	398 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1719 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2G
Registered Owner:	CHARLES DATKO	Rated Power:	110 hp
Operator:	CRYSTAL SKYWAYS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSP, 600 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1945 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 20° C
Precipitation and Obscuration:			
Departure Point:	CRYSTAL, MN (MIC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1915 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE H SEIDLEIN	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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).