



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ANOKA, MN	<b>Accident Number:</b>	CHI83FA407
<b>Date &amp; Time:</b>	09/01/1983, 1945 CDT	<b>Registration:</b>	N4975A
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4975A
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CRYSTAL SKYWAYS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2G
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MSP, 600 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 180°
<b>Temperature:</b>	27° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CRYSTAL, MN (MIC)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	GEORGE H SEIDLEIN	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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.