



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CEDAR RAPIDS, IA	<b>Accident Number:</b>	CHI92LA085
<b>Date &amp; Time:</b>	02/02/1992, 1317 CST	<b>Registration:</b>	N427KP
<b>Aircraft:</b>	PIPER PA-32R-300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None

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

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## Analysis

DURING AN IFR FLIGHT THE PILOT NOTICED A GRADUAL LOSS OF ELECTRICAL POWER DUE TO A FAULTY VOLTAGE REGULATOR. THE PILOT REQUESTED A CHANGE IN ROUTING FROM ARTCC WITH THE INTENTION OF LANDING. ACCORDING TO THE PILOT, HE CIRCLED OVER THE AIRPORT UNTIL RECEIVING A GREEN LIGHT FROM THE ATC TOWER. WHILE ON FINAL APPROACH FOR LANDING THE PILOT RECEIVED A RED LIGHT FROM THE TOWER. THE PILOT INITIATED A GO-AROUND MANEUVER AND BEGAN HIS SECOND APPROACH SHORTLY THEREAFTER. THE AIRPLANE MADE A GEAR-UP LANDING DURING THE SECOND LANDING APPROACH. WHEN ASKED IF HE UTILIZED THE EMERGENCY GEAR EXTENSION SYSTEM THE PILOT STATED HE DID NOT BECAUSE HE THOUGHT HE FELT THE LANDING GEAR DRAG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A RESULT OF THE PILOT-IN-COMMAND NOT UNDERSTANDING THE AIRPLANES EMERGENCY PROCEDURES AND NOT PERFORMING THE APPROPRIATE EMERGENCY PROCEDURES. A FACTOR ASSOCIATED WITH THE ACCIDENT WAS AN ELECTRICAL SYSTEM FAILURE.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) ELECTRICAL SYSTEM - FAILURE, TOTAL  
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Occurrence #2: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (C) EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND  
3. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. TERRAIN CONDITION - RUNWAY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/21/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1600 hours (Total, all aircraft), 626 hours (Total, this make and model), 1530 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N427KP
<b>Model/Series:</b>	PA-32R-300 PA-32R-300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-7780037
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/02/1900, 100 Hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-KIG5D
<b>Registered Owner:</b>	PRIBYLS WINGS, INC	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	PRIBYLS WINGS, INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CID, 864 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1252 CST	Direction from Accident Site:	10°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7° C / 2° C
Precipitation and Obscuration:			
Departure Point:	CANTON, IL (CTK)	Type of Flight Plan Filed:	IFR
Destination:	MAPLE LAKE, MN (Y33)	Type of Clearance:	IFR
Departure Time:	1210 CST	Type of Airspace:	Class D

## Airport Information

Airport:	CEDAR RAPIDS MUNICIPAL (CID)	Runway Surface Type:	Asphalt
Airport Elevation:	864 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5450 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Frank S Gattolin	Report Date:	06/11/1993
Additional Participating Persons:	ROGER CLARK; DES MOINES, IA		
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](#).