



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

#### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PRIBYLS WINGS, INC	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-KIG5D
<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>	CID, 864 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 160°
<b>Temperature:</b>	7°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CANTON, IL (CTK)	<b>Destination:</b>	MAPLE LAKE, MN (Y33)

#### Airport Information

<b>Airport:</b>	CEDAR RAPIDS MUNICIPAL (CID)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	13	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5450 ft / 150 ft		

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): Frank S Gattolin Adopted Date: 06/11/1993

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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