



Aviation Investigation Final Report

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|--------------------------------|--------------------------------|-------------------------|-------------|
| Location: | CHARLES CITY, Iowa | Accident Number: | CHI92LA026 |
| Date & Time: | November 11, 1991, 19:00 Local | Registration: | N9161P |
| Aircraft: | PIPER PA-24-260 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

THE PILOT SAID THAT DURING HIS IFR FLIGHT THE ACFT HAD ACCUMULATED ABOUT TWO INCHES OF RIME ICE ON THE LEADING EDGES OF THE WINGS AND HAD LOST ABOUT 15 KNOTS AIRSPEED. HE ESTABLISHED THE ACFT ON THE LOCALIZER FOR THE APPROACH AND WHEN HE WAS 1.9 MILES FROM THE AIRPORT AND 500 FEET AGL HE REDUCED HIS AIRSPEED TO 100 KNOTS AND LOWERED THE GEAR. THE ACFT COLLIDED WITH TREES THEN THE TERRAIN ABOUT 800 FEET SHORT OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PROPER GLIDE PATH NOT MAINTAINED. FACTORS IN THE ACCIDENT ARE THE PREMATURE LANDING GEAR EXTENSION AND INADEQUATE AIRSPEED BY THE PILOT IN COMMAND.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - ICING CONDITIONS
3. (F) GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
4. (F) AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

6. OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Commercial | Age: | 51, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | June 25, 1991 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1190 hours (Total, all aircraft), 107 hours (Total, this make and model), 875 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N9161P |
| Model/Series: | PA-24-260 PA-24-260 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 24-4649 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 3100 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | IO-540-D4A5 |
| Registered Owner: | | Rated Power: | 260 Horsepower |
| Operator: | CULBERT AERONAUTICS | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|-------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | ALO ,873 ft msl | Distance from Accident Site: | 40 Nautical Miles |
| Observation Time: | 18:15 Local | Direction from Accident Site: | 160° |
| Lowest Cloud Condition: | Unknown / 800 ft AGL | Visibility | 2 miles |
| Lowest Ceiling: | Broken / 800 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 230° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | -1°C / -1°C |
| Precipitation and Obscuration: | N/A - None - Fog | | |
| Departure Point: | WORTHINGTON , MN (OTG) | Type of Flight Plan Filed: | IFR |
| Destination: | | Type of Clearance: | IFR |
| Departure Time: | 17:45 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|----------------|
| Airport: | CHARLES CITY CCY | Runway Surface Type: | Concrete |
| Airport Elevation: | 1130 ft msl | Runway Surface Condition: | Snow |
| Runway Used: | 12 | IFR Approach: | Localizer only |
| Runway Length/Width: | 4000 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 43.059589,-92.67015(est) |

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: MARGE CULWELL;

Original Publish Date: December 4, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=15347>

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