



Aviation Investigation Final Report

Location:	Cedar Rapids, Iowa	Accident Number:	CEN10CA100
Date & Time:	January 17, 2010, 19:50 Local	Registration:	N8584X
Aircraft:	Cessna P172D	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-instrument-rated pilot received a preflight weather briefing and delayed the flight as instrument meteorological conditions (IMC) were forecast for his route of flight until 1200. The briefer stated that the ceiling at the pilot's destination airport would probably be 2,000 feet overcast at best later in the day. At 1600, the pilot departed without obtaining another weather briefing, and received flight following during the course of the flight. The pilot reported that while en route he was going to stop for fuel; however, the destination airport was IMC so he decided to continue. Upon reaching his destination he discovered that the weather was IMC, so he diverted to a nearby airport, where he requested emergency assistance. The approach controller offered the nearest visual flight rules airport; however, the pilot stated that he did not have enough fuel to get there. The pilot informed the controller that he had practiced instrument landing system (ILS) approaches during a flight review. The controller gave the pilot vectors and a frequency for an ILS approach. The pilot stated that he attempted to fly the glideslope, but that he became confused as to whether he should climb or descend in order to center the glideslope needle. The airplane contacted the terrain about 2 miles east of the airport and sustained substantial damage to the fuselage and wings. The pilot had a total of 4 hours of instrument flight time.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued visual flight into instrument meteorological conditions and his failure to maintain a proper glidepath during the approach. Contributing to the accident was the pilot's lack of instrument proficiency.

Findings

Environmental issues	Clouds - Effect on operation
Environmental issues	Fog - Effect on operation
Personnel issues	Weather planning - Pilot
Aircraft	Altitude - Not attained/maintained
Aircraft	Fuel - Fluid level
Environmental issues	Below VFR minima - Decision related to condition
Personnel issues	Total instrument experience - Pilot

Factual Information

History of Flight

Enroute	VFR encounter with IMC
Approach-IFR final approach	Controlled flight into terr/obj (CFIT) (Defining event)

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 12, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 3, 2009
Flight Time:	840 hours (Total, all aircraft), 600 hours (Total, this make and model), 775 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8584X
Model/Series:	P172D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P17257184
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 4, 2009 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed	Engine Model/Series:	O-360-A1A
Registered Owner:	PRAIRIE HAWK INC	Rated Power:	180 Horsepower
Operator:	Douglas L. Tindal	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	CID,864 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:52 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	0.5 miles
Lowest Ceiling:	Indefinite (V V)	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	-2°C / -2°C
Precipitation and Obscuration:	Moderate - Freezing - Fog		
Departure Point:	Tulsa, OK (RVS)	Type of Flight Plan Filed:	None
Destination:	Washington, IA (AWG)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	Cedar Rapids CID	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	41.884445,-91.710556

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Tony Will; FAA-DSM-FSDO; Des Moines, IA
Original Publish Date:	July 1, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=75282

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