



National Transportation Safety Board Aviation Accident Final Report

Location:	BRAINERD, MN	Accident Number:	CHI90LA092
Date & Time:	03/02/1990, 1950 CST	Registration:	N3967K
Aircraft:	PIPER PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACCIDENT AIRPLANE WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH VISUAL APPROACH SLOPE INDICATOR (VASI) DURING A NIGHT LANDING ATTEMPT TO AN UNLIGHTED RUNWAY AT THE COMPLETION OF A PERSONAL FLIGHT. THE STUDENT PILOT WAS NOT INJURED. THE PILOT STATED ON HIS ACCIDENT REPORT FORM THAT HE ATTEMPTED TO ACTIVATE THE LIGHTS TWICE BUT WAS UNSUCCESSFUL. DURING HIS FINAL APPROACH TO THE LANDING RUNWAY HE STATES THAT WIND WHICH HE DESCRIBES AS 'SEVERE WIND SHEAR' DISPLACED HIM TO THE POINT THAT HE HAD TO LAND ALONGSIDE THE RUNWAY. THE AIRPLANE STRUCK THE VASI SUPPORT DURING THE LANDING ROLL. AN OPERATIONAL CHECK OF THE AIRPORT LIGHTING SYSTEM WAS CONDUCTED BY AIRPORT PERSONNEL AFTER THE ACCIDENT. THIS TEST SHOWED THE LIGHTS TO BE OPERATING CORRECTLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN PROPER ALIGNMENT WITH THE RUNWAY.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - APPROACH LIGHT/NAVAID

Factual Information

Pilot Information

Certificate:	Student	Age:	59, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/10/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	60 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3967K
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	28-23851
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O320-A24
Registered Owner:	UNKNOWN	Rated Power:	160 hp
Operator:	JOHN SIMMONS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	BRD, 1226 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1845 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-6° C / -8° C
Precipitation and Obscuration:			
Departure Point:	MANDAN, ND (Y19)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1700 CST	Type of Airspace:	

Airport Information

Airport:	BRAINERD (BRD)	Runway Surface Type:	Asphalt
Airport Elevation:	1226 ft	Runway Surface Condition:	
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4082 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	09/15/1992
Additional Participating Persons:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).