



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BRAINERD, MN	<b>Accident Number:</b>	CHI90LA092
<b>Date &amp; Time:</b>	03/02/1990, 1950 CST	<b>Registration:</b>	N3967K
<b>Aircraft:</b>	PIPER PA-28-140	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	60 hours (Total, all aircraft), 50 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3967K
<b>Model/Series:</b>	PA-28-140 PA-28-140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JOHN SIMMONS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O320-A24
<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>	Night/Bright
<b>Observation Facility, Elevation:</b>	BRD, 1226 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 19 knots, 300°
<b>Temperature:</b>	-6° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MANDAN, ND (Y19)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	BRAINERD (BRD)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	30	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	4082 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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): WILLIAM C BRUCE

Adopted Date: 09/15/1992

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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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.