



National Transportation Safety Board Aviation Accident Final Report

Location:	BRAINERD, MN	Accident Number:	CHI99LA008
Date & Time:	10/17/1998, 0033 CDT	Registration:	N138BA
Aircraft:	Beech 65-B80	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The pilot said that during the ILS approach he reached a point where he thought he should be seeing the approach lights. He said that he checked the radio to determine if it was on the correct frequency. He said that he realized that the transmit switch was selected to the wrong radio and when he returned his attention to the instruments, he realized that he had allowed the airplane to descend low on the glide path. He said that before he could react, the airplane impacted the terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain the proper glidepath and his diversion of attention during a critical phase of flight.

Findings

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

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

On October 17, 1998, at 0033 central daylight time, a Beech 65-B80, N138BA, registered to Bemidji Aviation Services, Inc., of Bemidji, Minnesota, and operated by an instrument rated commercial pilot, sustained substantial damage when it impacted the terrain one-quarter mile short of runway 23 at Brainerd, Minnesota. The pilot who received minor injuries reported that his attention was diverted during the approach and the airplane accident occurred in a controlled descent into the terrain. The flight was operating in instrument meteorological conditions on an IFR flight plan. The 14 CFR Part 91 positioning flight departed Minneapolis, Minnesota, at 2355 on October 16, 1998.

In his written statement, the pilot said that when he reached the point he thought he should be seeing the approach lights, he checked the radio to determine if it was on the correct frequency. He said that he realized that the transmit switch was selected on the wrong radio and when he returned his attention to the instruments he realized that he had allowed the airplane to descend below the glide path. He said before he could react, the airplane impacted the terrain.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/27/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4738 hours (Total, all aircraft), 1813 hours (Total, this make and model), 4605 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N138BA
Model/Series:	65-B80 65-B80	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LD-361
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	10/09/1998, AAIP	Certified Max Gross Wt.:	8800 lbs
Time Since Last Inspection:	11 Hours	Engines:	2 Reciprocating
Airframe Total Time:	8119 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-720-A1B
Registered Owner:	BEMIDJI AVIATION SERV, INC	Rated Power:	400 hp
Operator:	BEMIDJI AVIATION SERV, INC	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	BEMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BRD, 1226 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0017 CDT	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 300 ft agl	Visibility	0.25 Miles
Lowest Ceiling:	Broken / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15° C / 15° C
Precipitation and Obscuration:			
Departure Point:	MINNEAPOLIS, MN (MSP)	Type of Flight Plan Filed:	IFR
Destination:	(BRD)	Type of Clearance:	IFR
Departure Time:	2355 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON **Report Date:** 02/16/2001

Additional Participating Persons: LANCE MENEGHELLI; MINNEAPOLIS, MN

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/>.

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