



Aviation Investigation Final Report

Location:	JACKSON, Mississippi	Accident Number:	MIA99LA020
Date & Time:	October 19, 1998, 11:30 Local	Registration:	N31CE
Aircraft:	Beech BE-58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot was making an instrument approach and failed to ensure the landing gear was down. The airplane was landed gear up. Examination of the landing gear assembly revealed no evidence of a precrash mechanical failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure the landing gear was down resulting in a wheels up landing.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

On October 19, 1998, about 1130 central daylight time, a Beech BE-58, N31CE, registered to Paragon Air Express Inc., operating as a 14 CFR Part 135 on-demand air taxi flight, experienced a total loss of radio communications upon departure from Jackson International Airport, Jackson Mississippi. The pilot diverted back into Jackson, and the landing gear collapsed on landing rollout. Instrument meteorological conditions prevailed and an IFR flight plan was filed. The airplane was initially reported to have sustained minor damage. The commercial pilot reported no injuries. The flight originated 1 hour before the accident. The damage was upgraded to an accident on October 30, 1998.

The pilot stated after losing all radio communication on climbout that he intercepted the DME arc for runway 34 left. He stated he cycled the landing gear and verified the landing gear was down with the green lights. When he started his flare the gear warning went off. The propeller and the airplane collided with the runway.

The pilot stated in the NTSB Pilot/Operator Aircraft Accident Report, "On the ILS to 34L at the glide slope intercept I selected the gear handle down. The gear never went completely down so the gear did not go down. I failed to realize this despite the gear horn sounding. A subsequent gear-up landing occurred with no injury to myself or anybody else."

Examination of the landing gear assembly by the FAA revealed no evidence of a precrash mechanical failure or malfunction. The airplane was jacked up at a repair facility. The landing gear was cycled three times with normal electrical power. All warning horns and lights functioned properly.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28,U
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 31, 1997
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1924 hours (Total, all aircraft), 469 hours (Total, this make and model), 1491 hours (Pilot In Command, all aircraft), 290 hours (Last 90 days, all aircraft), 109 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N31CE
Model/Series:	BE-58 BE-58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH220
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	October 19, 1998 Annual	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:	19 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	10426 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-LB40
Registered Owner:	PARAGON AIR EXPRESS INC.	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	PA9A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	JAN ,346 ft msl	Distance from Accident Site:	
Observation Time:	11:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	2 miles
Lowest Ceiling:	Overcast / 300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(JAN)	Type of Flight Plan Filed:	IFR
Destination:	NEW ORLEANS , LA (NEW)	Type of Clearance:	IFR
Departure Time:	10:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	JACKSON INTERNATIONAL JAN	Runway Surface Type:	Concrete
Airport Elevation:	346 ft msl	Runway Surface Condition:	Dry
Runway Used:	34L	IFR Approach:	ILS
Runway Length/Width:	8501 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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:	32.259765,-90.089485(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	ALLEN M DAVIS; JACKSON , MS
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=45173

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).