



Aviation Investigation Final Report

Location:	Forest, Mississippi	Accident Number:	MIA03CA117
Date & Time:	May 30, 2003, 15:45 Local	Registration:	N258P
Aircraft:	Beech 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot when he started turning base leg he began noticing that the plane was not slowing down like it should and he decided to lower to full flaps. This still "did not alert" him to the fact that the gear was not down. When he turned to final he increased the speed, to about 100 knots all the way down to short final. He held 15 inches of manifold pressure up until the flair. At the time of flair he reduced the power to idle, and immediately the landing gear warning horn started sounding. He said his mind "was stuck on airspeed," he "immediately" thought it was the stall warning horn, and lowered the nose a little. He leveled the wings, held the airplane off the runway, and bled off airspeed. When the airplane finally touched down, about half way down the runway the "grinding" sound started, and he realized the landing gear was retracted. An inspection of the cockpit showed the landing gear handle in the "up position." The on scene investigation revealed that the airplane had slid on its belly for over 1,000 feet. The pilot, was at the scene and immediately reported to the FAA inspector, "...that he had forgot to put the landing gear down." He further stated he had a checklist but "did not use it." The airplane received substantial damage to the bottom fuselage; to the extent several ribs were ground completely through the thickness of the metal.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

the failure of the pilot-in-command to extend the landing gear, or use the checklist while on landing approach, resulting in a gear up landing.

Findings

Occurrence #1: WHEELS UP LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (C) CHECKLIST - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On May 30, 2003, about 1545 central daylight time, a Beech 95-B55, N258P, registered to and operated by an individual, landed gear up at the G.V. Montgomery Airport, Forest, Mississippi. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 Personal flight. The airplane was substantially damaged. The private-rated pilot-in-command reported no injuries. The flight departed the same airport at 1500.

According to the pilot upon arriving in the vicinity of the destination airport, he checked the weather and the wind sock. He flew across the field, turned down wind for runway 16, slowed the airplane to flap and gear extension speed. He said his "usual procedure" was to reduce manifold pressure to 15 inches, set 15 degrees of flaps, and at the same time "lower" the landing gear. For some reason the only thing he did was to "...lower the flaps this time...the landing gear never crossed [his] mind." He said his passenger and he were talking, and he is usually "very meticulous" about this routine for remembering the landing gear. He could not explain why he "did not follow" his usual routine this time. When he turned base leg he began noticing that the plane was not slowing down like it should and he decided to lower to full flaps. This still "did not alert" him to the fact that the gear was not down. When he turned to final he increased the airspeed to about 100 knots all the way down to short final. He said his usual procedure was after getting set up on final approach, he "always" put his right index finger on the landing gear lights and verbally say "three in the green", but again the landing gear procedure "never entered [his] mind." He held 15 inches of manifold pressure up until the landing flare. After flaring he reduced the power to idle, and immediately the landing gear warning horn started sounding. He said his mind "was stuck on airspeed," and he "immediately" thought it was the "stall warning horn, and lowered the nose a little. There was still no thought of the landing gear. Once he had the plane level going down the runway he remembered thinking that it didn't matter if it stalled and he just kept holding it off and bleeding off airspeed. When the airplane finally touched down, about half way down the runway the "grinding" sound started, and "[he] finally thought about the landing gear."

According to the FAA Inspector's statement, the pilot, was at the crash scene and immediately reported to him "...that he had forgot to put the landing gear down." He further stated he had a checklist but "did not use it." The on scene investigation revealed that the airplane had slid on its belly for over 1,000 feet. The airplane received "substantial damage to the bottom fuselage; to the extent several ribs were ground completely through the thickness of the metal."

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	July 17, 2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1833 hours (Total, all aircraft), 600 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N258P
Model/Series:	95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-2414
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-460L
Registered Owner:	K.B. Leasing	Rated Power:	
Operator:	Allen Kitchens	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	CRYSTAL SPRINGS, MS (M11)	Type of Flight Plan Filed:	Unknown
Destination:	Forest, MS	Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	G. V. MONTGOMERY 2M4	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	16	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	32.353332,-89.488609

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

Additional Participating Persons:

Original Publish Date: November 25, 2003

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=57126>

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