



Aviation Investigation Final Report

Location:	Tupelo, Mississippi	Accident Number:	ERA14CA307
Date & Time:	June 13, 2014, 15:45 Local	Registration:	N93HS
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during the landing roll, he inadvertently raised the landing gear handle instead of the flap handle. The landing gear retracted, and the airplane impacted the runway, resulting in substantial damage to the fuselage. The pilot did not report any mechanical anomalies that would have precluded normal operation prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent retraction of the landing gear on the runway, which resulted in a landing gear collapse.

Findings

Personnel issues	Incorrect action sequence - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	(general) - Unintentional use/operation

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other (Defining event)
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Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 5, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 5, 2013
Flight Time:	(Estimated) 370 hours (Total, all aircraft), 86 hours (Total, this make and model), 296 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N93HS
Model/Series:	58 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-1107
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	November 4, 2013 Annual	Certified Max Gross Wt.:	5503 lbs
Time Since Last Inspection:	49 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4640 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	TOTAL ASSET MANAGEMENT LLC	Rated Power:	285 Horsepower
Operator:	Kenneth Austin	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TUP,346 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:38 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tupelo, MS (TUP)	Type of Flight Plan Filed:	None
Destination:	Tupelo, MS (TUP)	Type of Clearance:	VFR
Departure Time:	15:40 Local	Type of Airspace:	

Airport Information

Airport:	Tupelo Regional TUP	Runway Surface Type:	Asphalt
Airport Elevation:	346 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	7150 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

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:	34.259536,-88.729393(est)

Administrative Information

Investigator In Charge (IIC): Alleyne, Eric

Additional Participating Persons:

Original Publish Date: October 27, 2014

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=89509>

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