



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	JACKSON, MS	<b>Accident Number:</b>	MIA97LA001
<b>Date &amp; Time:</b>	10/02/1996, 1212 CDT	<b>Registration:</b>	N4178S
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

According to the pilot, he was rolling down the runway, had reached rotation speed, rotated, and started climbing. After attaining a positive rate of climb, he selected gear up. The pilot had stated, 'then I felt that my right shoe lace was caught on something.' While the airplane was climbing, he bent down to fix his shoe lace. He estimated that 1-2 seconds had past while fixing his shoe lace. He thought that he had enough back pressure for the plane to climb, but stated, 'maybe I pushed the yoke a little forward with my chest.' When he was getting up from fixing his shoe lace, he noticed that the plane was going down. The airplane hit the runway, then bounced back in the air. While in the air, the pilot tried to get the gear down, but it would not come down. The airplane hit the runway again, and slid down the runway until it came to a stop. The pilot had also stated to the FAA, that he did not have any mechanical problems with the airplane or engines.

## 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 control of the airplane resulting in an in flight collision with the runway. A factor in this accident was the pilot diverted his attention away from flying the airplane to fix his shoe lace.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT

### Findings

3. TERRAIN CONDITION - RUNWAY

## Factual Information

On October 2, 1996, about 1212 central daylight time, a Beech Baron 58, N4178S, operated by Paragon Air Express Inc., crashed during takeoff from the Jackson International Airport, Jackson, Mississippi. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the Title 14 CFR Part 91, positioning flight. The airplane was substantially damaged and the airline transport-rated pilot, the sole occupant, received serious injuries. The flight was originating at the time of the accident.

According to the pilot's statement on the NTSB Form 6120.1/2, "...I was rolling down the runway, reached rotation speed, rotated, and started climbing. After positive rate of climb, I selected gear up. Then I felt that my right shoe lace was caught on something. While the plane was climbing, I bend [sic] down to fix it. I estimate that time elapsed while fixing my shoe lace was 1-2 seconds. I thought that I had enough back pressure for the plane to climb, but maybe I pushed the yoke a little forward with my chest. When I was getting up from fixing my shoe lace, I noticed that the plane was going down. I pulled back immediately, but it was too late. The plane hit the ground, then bounced back in the air...while in the air, I tried to get the gear down, but it would not come down. I hit the runway again, and the plane slides [sic] down the runway till it comes to a stop."

The pilot stated to the FAA that his shoe lace became untied, and became "tangled in the rudder pedals." The pilot had also stated to the FAA that he did not have any mechanical problems with the airplane or engines.

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/15/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3442 hours (Total, all aircraft), 2645 hours (Total, this make and model), 3201 hours (Pilot In Command, all aircraft), 286 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N4178S
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TH-652
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/19/1996, 100 Hour	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:	43 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5996 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-CB40B
Registered Owner:	JIMMY L. RHODES	Rated Power:	285 hp
Operator:	PARAGON EXPRESS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	PARAGON AIR EXPRESS INC.	Operator Designator Code:	PA9A

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAN, 346 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1132 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 20° C
Precipitation and Obscuration:			
Departure Point:	(JAN)	Type of Flight Plan Filed:	None
Destination:	MEMPHIS, TN (MEM)	Type of Clearance:	None
Departure Time:	1210 CDT	Type of Airspace:	

## Airport Information

Airport:	JACKSON INTERNATIONAL (JAN)	Runway Surface Type:	Asphalt
Airport Elevation:	346 ft	Runway Surface Condition:	Dry
Runway Used:	16R	IFR Approach:	None
Runway Length/Width:	8501 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALAN J YURMAN	<b>Report Date:</b>	02/02/1998
<b>Additional Participating Persons:</b>	MELVIN R ATHEY; JACKSON, MS		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).