



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	28
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<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

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N4178S
<b>Model/Series:</b>	58 58	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	PARAGON EXPRESS	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-520-CB40B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JAN, 346 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / ,
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(JAN)	<b>Destination:</b>	MEMPHIS, TN (MEM)

## Airport Information

<b>Airport:</b>	JACKSON INTERNATIONAL (JAN)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	16R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8501 ft / 150 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN

Adopted Date: 02/02/1998

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](mailto: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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