



# National Transportation Safety Board Aviation Incident Final Report

---

<b>Location:</b>	Columbus, MS	<b>Incident Number:</b>	ATL04IA010
<b>Date &amp; Time:</b>	10/01/2003, 1738 CDT	<b>Registration:</b>	N7219H
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

---

## Analysis

Upon returning to the airport the pilot requested a traffic advisory and a glider pilot announced he was in the traffic pattern for runway 36. The pilot announced that he would extend his downwind and base to final to give the glider time to land. He stated that he went through his pre-landing checklist but elected not to lower the gear at that time, instead he lowered the flaps and proceeded to turn base to final. He said that he spotted the glider on the ground about one mile out on final and proceeded to land and forgot that he had not lowered his landing gear until he heard the gear warning horn and landed with the gear retracted. The pilot did not report a mechanical problem with the airplane during the landing. According to the pilot, he had accumulated over 750 landings in retractable geared airplanes and had never forgot to put the gear down until now.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The pilot's failure to follow the pre-landing checklist, and his failure to extend the landing gear which resulted in a wheels 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 FOLLOWED - PILOT IN COMMAND

## Factual Information

On October 1, 2003, at 1738 central daylight time, a Beech 58, N7219H, registered to and operated by the private pilot collided with the ground during landing at Columbus-Lowndes County Airport, Columbus, Mississippi. The personal flight was operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed. The pilot was not injured and the airplane sustained minor damage. The flight originated from Columbus-Lowndes County Airport Columbus, Mississippi, on October 1, 2003, at 1721.

According to the pilot, the purpose of the flight was to "exercise" the engine's since it had been about two and one-half weeks since the airplane had been flown. He remained in the area and about 20 minutes later announced over the Unicom that he was 10 miles out and was going to enter the traffic pattern for a downwind approach to runway 36. He requested a traffic advisory and a glider pilot announced he was in the traffic pattern for runway 36. The pilot stated that he announced that he would extend his downwind and base to final to give the glider time to land. The pilot said that he went through his pre-landing check list but elected not to lower the gear at that time, instead he lowered the flaps and proceeded to turn base to final. He said that he spotted the glider on the ground about one mile out on final and proceeded to land and forgot that he had not lowered his landing gear until he heard the gear warning horn and landed on the belly of the airplane.

Damage to the airplane consisted of both propellers, fuselage skin damage, and the inboard section of both flaps. The pilot did not report a mechanical problem with the airplane during the landing. According to the pilot, he had accumulated over 750 landings in retractable geared airplanes and had never forgot to put the gear down until now.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, 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, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	11/19/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/13/2003
<b>Flight Time:</b>	934 hours (Total, all aircraft), 160 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N7219H
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TH 1447
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/14/2002, Annual	Certified Max Gross Wt.:	5524 lbs
Time Since Last Inspection:	77 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3301.5 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-C6F
Registered Owner:	Grandview, LLC - Gregory Childrey	Rated Power:	300 hp
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	Gregory Childrey	Operator Designator Code:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCB, 413 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1755 CDT	Direction from Accident Site:	340°
Lowest Cloud Condition:	Few / 3500 ft agl	Visibility	7 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	19° C / 10° C
Precipitation and Obscuration:			
Departure Point:	Columbus, MS (UBS)	Type of Flight Plan Filed:	None
Destination:	(UBS)	Type of Clearance:	None
Departure Time:	1721 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	Columbus-Lowndes County Airpor (UBS)	Runway Surface Type:	Asphalt
Airport Elevation:	188 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4500 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<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 None	<b>Latitude, Longitude:</b>	33.452500, -88.368889

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Butch Wilson	<b>Report Date:</b>	07/07/2005
<b>Additional Participating Persons:</b>	Harry Mcgee; Jackson MS FSDO-07; 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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).