



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Lansing, IL	<b>Accident Number:</b>	CHI04LA124
<b>Date &amp; Time:</b>	05/01/2002, 1505 CDT	<b>Registration:</b>	N4097S
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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On May 1, 2002, about 1505 central daylight time, a Beech BE58, N4097S, was substantially damaged during a wheels-up landing on runway 09 (3,395 feet by 75 feet, asphalt) at the Lansing Municipal Airport, Lansing, Illinois. The 14 CFR Part 91 positioning flight was operating in visual meteorological conditions without a flight plan. The flight was being conducted by an airline transport pilot seated in the right seat and a commercial pilot seated in the left seat. It was reported that the right seat pilot was providing flight instruction to the left seat pilot. Neither pilot was injured. The flight originated from Detroit, Michigan, at an undetermined time. The extent of the aircraft damage was originally reported to have been minor. The National Transportation Safety Board was not informed of the true extent of the damage until April of 2004.

A work order provided by the aircraft owner indicates that the repairs to the airplane included lower fuselage skins, angles, stiffeners, and stringers. No repairs or replacement of landing gear components was indicated on the work order.

As of August 20, 2004, the right seat pilot has not submitted a report of the accident.

The aircraft owner provided a notarized questionnaire signed by the pilot that was seated in the left seat. The left seat pilot stated that the airplane was landed with the landing gear still in the retracted position. He also stated that he was the pilot flying the airplane and receiving dual-instruction on a non-revenue flight when the accident occurred. The left seat pilot stated that the accident, "...would not have happened had each of us been alone. We got involved with each other and we both missed the final check."

At the time of the accident, the pilot-in-command did not possess a multi-engine flight instructor rating.

At the time of the accident, both pilot's possessed pilot certificates with multi-engine ratings.

## Flight Instructor Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<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>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/26/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7000 hours (Total, all aircraft)		

## Student Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45, 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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/01/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2050 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N4097S
<b>Model/Series:</b>	58	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TH-601
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	5400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-C
<b>Registered Owner:</b>	Rattlesden, Ltd	<b>Rated Power:</b>	285 hp
<b>Operator:</b>	NORTHEAST AVIATION INC	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	NZZA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MDW, 620 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1453 CDT	Direction from Accident Site:	325°
Lowest Cloud Condition:	Unknown	Visibility	10 Miles
Lowest Ceiling:	Broken / 7500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.69 inches Hg	Temperature/Dew Point:	16° C / 2° C
Precipitation and Obscuration:			
Departure Point:	Detroit, MI (DTW)	Type of Flight Plan Filed:	Unknown
Destination:	Lansing, IL (IGQ)	Type of Clearance:	None
Departure Time:	1400 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	Lansing Municipal (IGQ)	Runway Surface Type:	Asphalt
Airport Elevation:	620 ft	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	Practice
Runway Length/Width:	3395 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.535000, -87.529444

## Administrative Information

Investigator In Charge (IIC):	John M Brannen
Additional Participating Persons:	Mark Kosco; FAA-Dupage FSDO; West Chicago, IL
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 <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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .