



National Transportation Safety Board

Aviation Accident Final Report

Location:	JOPLIN, MO	Accident Number:	MKC88FA027
Date & Time:	12/14/1987, 1358 CST	Registration:	N331PX
Aircraft:	BRITISH AEROSPACE BAE-3101	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 5 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE CAPT STATED THAT HE HAD PLANNED THE APPROACH AT A HIGHER-THAN-NORMAL AIRSPEED AND ALTITUDE DUE TO A REPORTED LOW LEVEL WINDSHEAR. AT 400 FEET AGL THE ACFT ENTERED A LIGHT DOWNDRAFT BUT THE CREW CORRECTED THE DESCENT PROFILE WITH POWER. AT 200 FEET AGL THE ACFT SUDDENLY, ACCORDING TO THE CAPT, PITCHED DOWN BEFORE IMPACTING THE RUNWAY. WITNESSES STATED THAT THE ACFT PITCHED DOWN ON SHORT FINAL, LEVELED OFF, THEN SLAMMED ONTO THE RUNWAY ON ALL WHEELS. IT THEN BOUNCED, PITCHED DOWN AGAIN AND IMPACTED THE RUNWAY NOSE-FIRST. A SUBSEQUENT INSPECTION, OPERATIONAL TEST, AND TEARDOWN OF THE AIRPLANE'S STALL PROTECTION SYSTEM FOUND IT TO BE FUNCTIONING SATISFACTORILY. THE TWO POWERPLANTS ALSO TESTED WITHIN NORMAL PARAMETERS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) FLARE - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - WINDSHEAR
5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
6. (F) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - BERM

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/05/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4864 hours (Total, all aircraft), 414 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 253 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N331PX
Model/Series:	BAE-3101 BAE-3101	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	700
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	11/10/1987, AAIP	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:	246 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3470 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-10
Registered Owner:	MERIDIAN TRUST CO. (TRUSTEE)	Rated Power:	900 hp
Operator:	EXPRESS AIRLINES, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	REPUBLIC EXP/NORTHWEST AIRLINK	Operator Designator Code:	REXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JLN, 981 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1348 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	Overcast / 1200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	0°C / -1°C
Precipitation and Obscuration:			
Departure Point:	MEMPHIS, TN (MEM)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1234 CST	Type of Airspace:	Class D

Airport Information

Airport:	JOPLIN MUNICIPAL (JLN)	Runway Surface Type:	Asphalt
Airport Elevation:	981 ft	Runway Surface Condition:	Rough; Snow--compacted
Runway Used:	13	IFR Approach:	ILS
Runway Length/Width:	6503 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 5 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 5 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RAMON E VARGAS	Report Date:	05/26/1989
Additional Participating Persons:			
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .		

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