



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	ABERDEEN, MS	<b>Accident Number:</b>	ATL97LA131
<b>Date &amp; Time:</b>	09/02/1997, 1020 CDT	<b>Registration:</b>	N71JC
<b>Aircraft:</b>	Learjet 31	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Executive/Corporate

---

## Analysis

According to the pilot, the airplane was high and fast on final approach, because of restricted visibility in haze, and he executed a go-around. The pilot and copilot do not recall retracting the landing gear. During the second approach, the pilot stated he did not extend the gear because he was 'sure in his mind that the gear was already down'. The airplane landed with the gear retracted. The airplane slid approximately 3,000 feet. Following the landing, the airplane caught fire under the right wing root, and the fire could not be extinguished with hand held fire extinguishers. Both pilots safely evacuated the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The flightcrew's failure to extend the landing gear.

## Findings

---

Occurrence #1: WHEELS UP LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - FLIGHTCREW
2. WHEELS UP LANDING - INADVERTENT - FLIGHTCREW

-----  
Occurrence #2: FIRE  
Phase of Operation: LANDING - ROLL

## Factual Information

On September 2, 1997, about 1020 central daylight time, a Learjet 31, N71JC, landed gear up at Aberdeen, Mississippi. The airplane was operated by North American Plastics, Inc. under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A visual flight rules flight plan was filed for the corporate flight. There were no injuries to the two airline transport pilots, and the airplane was substantially damaged. Origination of the flight was Madison, Mississippi, about 0955, on the same day.

According to the pilot, the airplane was high and fast on final approach, because of restricted visibility in haze, and he executed a go-around. The pilot and copilot do not recall retracting the landing gear. According to the pilot, the flightcrew always used a checklist when flying. Generally, the pilot would do the items on the checklist with the copilot following along. During the second approach, the pilot stated he did not extend the gear because he was "sure in his mind that the gear was already down". The flight crew failed to extend the landing gear, resulting in the gear up landing. The airplane slid approximately 3,000 feet. Following the landing, the airplane caught fire under the right wing root, and the fire could not be extinguished with hand held fire extinguishers. Both pilots safely evacuated the airplane.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	54, 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>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/09/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19947 hours (Total, all aircraft), 1860 hours (Total, this make and model), 16037 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	N71JC
Model/Series:	31 31	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31008
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	05/23/1997, AAIP	Certified Max Gross Wt.:	16750 lbs
Time Since Last Inspection:	57 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	1845 Hours	Engine Manufacturer:	Garrett
ELT:	Not installed	Engine Model/Series:	TFE731-2-38
Registered Owner:	NORTH AMERICAN PLASTICS, INC.	Rated Power:	3500 lbs
Operator:	NORTH AMERICAN PLASTICS, INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CBM, 290 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1155 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 25°C
Precipitation and Obscuration:			
Departure Point:	MADISON, MS (MBO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR on top
Departure Time:	0955 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	MONROE COUNTY (M40)	Runway Surface Type:	Asphalt
Airport Elevation:	226 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4801 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	04/24/1998
Additional Participating Persons:	BOBBY T LOTT REGAN H CAMPBELL		
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 <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> .		

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](#).