



National Transportation Safety Board Aviation Accident Final Report

Location:	ST. MARY'S, AK	Accident Number:	ANC98LA148
Date & Time:	09/11/1998, 2315 AKD	Registration:	N1563C
Aircraft:	Beech 1900C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The certificated airline transport pilot was conducting a CFR Part 135 cargo flight to a remote airport. He was making a visual approach during dark night conditions in a twin-engine turboprop airplane. On the downwind portion of the landing approach, the pilot selected flaps down, but nothing happened. The pilot's trouble shooting did not remedy the flap problem, and he elected to make a flaps-up landing. The airplane settled onto the runway with the landing gear retracted. The airplane received damage to the underside, aft end of the fuselage, the engine nacelles, and propellers. The airplane is equipped with a landing gear warning horn, and a red cautionary annunciator light in the landing gear handle. The operator reported there was no mechanical malfunction with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the aircraft checklist, and an inadvertent wheels up landing. A factor was the pilot's distraction due to a malfunction of the flap system

Findings

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

Findings

1. (F) FLIGHT CONTROL, FLAP - INOPERATIVE
2. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
4. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

On September 11, 1998, about 2315 Alaska daylight time, a Beech 1900C airplane, N1563C, sustained substantial damage during landing at the St. Mary's Airport, St. Mary's, Alaska. The airplane was being operated as Flight 91 on an instrument flight rules (IFR) cargo flight under Title 14 CFR Part 135 when the accident occurred. The airplane was operated by Alaska Central Express Inc., Anchorage, Alaska. The certificated airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed at the destination. An IFR flight plan was filed. The flight originated at the Anchorage International Airport, Anchorage, at 2133.

The Director of Operations for the operator reported the pilot was making a visual approach during dark night conditions to runway 16 at St. Mary's. On the downwind portion of the landing approach, the pilot selected flaps down, but nothing happened. The pilot's trouble shooting did not remedy the flap problem, and he elected to make a flaps-up landing. The airplane settled onto the runway with the landing gear retracted.

The airplane received damage to the underside, aft end of the fuselage, the engine nacelles, and propellers. The airplane is equipped with a landing gear warning horn, and a red cautionary annunciator light in the landing gear handle. In the pilot/operator report (NTSB form 6120.1/2) submitted by the operator, the operator indicated there was no mechanical malfunction with the airplane.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last Medical Exam:	03/24/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11288 hours (Total, all aircraft), 3215 hours (Total, this make and model), 8415 hours (Pilot In Command, all aircraft), 205 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Beech	Registration:	N1563C
Model/Series:	1900C 1900C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	UC-20
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	09/01/1998, Continuous Airworthiness	Certified Max Gross Wt.:	17710 lbs
Time Since Last Inspection:	135 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	22935 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-65B
Registered Owner:	ALASKA CENTRAL EXPRESS INC.	Rated Power:	1100 hp
Operator:	ALASKA CENTRAL EXPRESS INC.	Air Carrier Operating Certificate:	Commuter Air Carrier (135); On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PAS, 311 ft msl	Observation Time:	2255 ADT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	8°C / 6°C
Lowest Ceiling:	None / 0 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 83°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	IFR
Destination:	(PASM)	Type of Clearance:	IFR
Departure Time:	2133 ADT	Type of Airspace:	Class G

Airport Information

Airport:	ST. MARY'S (PASM)	Runway Surface Type:	Gravel
Airport Elevation:	311 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	6003 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Adopted Date:	09/28/1999
Additional Participating Persons:	DAWN GRANDE (FAA); ANCHORAGE, AK		
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.nts.gov/pubdms/ .		

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