



Aviation Investigation Final Report

Location:	DETROIT, Michigan	Accident Number:	CHI92LA012
Date & Time:	October 16, 1991, 17:45 Local	Registration:	N4603W
Aircraft:	ROCKWELL 112YC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACCIDENT AIRPLANE LANDED WITH THE NOSE LANDING GEAR PARTIALLY EXTENDED. THE PILOT STATED, 'I APPROACHED GLIDE SLOPE I LOWERED THE GEAR. I GOT GREEN LIGHTS ONLY ON THE TWO MAIN GEAR AND NO NOSE GEAR.' THE PILOT PERFORMED A GO AROUND AND REQUESTED CLEARANCE TO A CLEAR AREA IN ORDER TO ASCERTAIN THE NATURE OF THE LANDING GEAR PROBLEM. WHEN ALL ATTEMPTS TO LOWER THE NOSE LANDING GEAR WERE UNSUCCESSFUL THE PILOT ORDERED HIS PASSENGER INTO THE REAR SEAT AND LANDED ON THE SOD ADJACENT TO THE RUNWAY. FEDERAL AVIATION ADMINISTRATION (FAA) INSPECTORS FOUND PREEXISTING STRUCTURAL AND SHEET METAL DAMAGE IN THE NOSE AREA OF THE AIRPLANE DURING A POST ACCIDENT INSPECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PERFORM A MAJOR REPAIR AND CONTINUED OPERATION OF THE AIRPLANE WITH KNOWN DEFICIENCIES.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. LANDING GEAR,NOSE GEAR - INOPERATIVE
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
3. (C) MAINTENANCE,MAJOR REPAIR - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: GEAR NOT EXTENDED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
4. AIRCRAFT CONTROL - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	70, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 16, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	9705 hours (Total, all aircraft), 620 hours (Total, this make and model), 9400 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N4603W
Model/Series:	112YC 112YC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13093
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 5, 1991 Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	T0-360-C1A6D
Registered Owner:	RAYMOND A. PEDERSEN	Rated Power:	210 Horsepower
Operator:	RAYMOND A. PEDERSEN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DET ,680 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:42 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TRAVERSE CITY , MI (TVC)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	DETROIT CITY DET	Runway Surface Type:	Grass/turf
Airport Elevation:	680 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.400253,-82.999977(est)

Administrative Information

Investigator In Charge (IIC): Bruce, William

Additional Participating Persons: G.C. CARTER;

Original Publish Date: February 8, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15337>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).