



Aviation Investigation Final Report

Location:	Belleville, Michigan	Accident Number:	CHI02LA144
Date & Time:	May 28, 2002, 14:15 Local	Registration:	N54CK
Aircraft:	Mitsubishi MU2B-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The airplane was substantially damaged when the landing gear collapsed during landing. The pilot stated, "Prior to landing, landing gear was selected down. Circuit breaker for landing gear motor had popped. Gear was not completely down and locked. Landing was completed." During the landing, the nose landing gear collapsed and the airplane came to rest on its nose. Subsequent to the accident, the landing gear system was inspected. No anomalies were found with respect to the landing gear system, or the landing gear unsafe warning system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to verify the extension of the landing gear prior to landing, and his failure to perform the emergency landing gear extension procedure. The popped circuit breaker was a factor.

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED

2. (C) GEAR EXTENSION - NOT VERIFIED - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On May 28, 2002, about 1415 eastern daylight time, a Mitsubishi MU2B-20, N54CK, piloted by an airline transport pilot, sustained substantial damage when the landing gear collapsed during landing on runway 23L (7,526 feet by 150 feet, dry asphalt) at Willow Run Airport (YIP), Belleville, Michigan. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being operated under the provisions of Title 14 CFR Part 91. The pilot, the sole occupant, reported no injuries. The flight originated from Oscoda, Michigan, at 1325.

The pilot stated, "Prior to landing, landing gear was selected down. Circuit breaker for landing gear motor had popped. Gear was not completely down and locked. Landing was completed." During the landing, the nose landing gear collapsed and the airplane came to rest on its nose.

Subsequent to the accident, the landing gear system was inspected. No anomalies were found with respect to the landing gear system, or the landing gear unsafe warning system.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	64, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 27, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 3, 2002
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Mitsubishi	Registration:	N54CK
Model/Series:	MU2B-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	135
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	May 10, 2000 AAIP	Certified Max Gross Wt.:	9920 lbs
Time Since Last Inspection:	103 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	8969.3 Hrs at time of accident	Engine Manufacturer:	Airesearch
ELT:	Installed, not activated	Engine Model/Series:	TPE 331-151A
Registered Owner:	Michigan Air Freight	Rated Power:	665 Horsepower
Operator:	Kalitta Air	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KYIP,716 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	23°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSCODA, MI (OSC)	Type of Flight Plan Filed:	None
Destination:	Belleville, MI (YIP)	Type of Clearance:	Unknown
Departure Time:	13:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	WILLOW RUN YIP	Runway Surface Type:	Asphalt
Airport Elevation:	716 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	7526 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.200523,-83.479293(est)

Administrative Information

Investigator In Charge (IIC):	BRANNEN, JOHN
Additional Participating Persons:	Carol Read; FAA-Detroit, Michigan-FSDO; Belleville, MI
Original Publish Date:	December 6, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54800

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](#).