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 ashpalt) 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.

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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