

Aircraft Accident Package

18-001-DET-FCT

N3896P, C210

June 24, 2018, 2359 UTC

Destroy: December 24, 2020 UTC

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 10, 2018	REPORT NO. 18-001-DET-FCT
	NAME OF REPORTING FACILITY Detroit City FCT (DET)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 24, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2348 N3896P contacted Detroit City Tower LC (LC) at two thousand with ATIS information Lima. LC cleared N3896P to land Runway 33 and provided the current wind and altimeter. N896P read back the landing clearance in acknowledgement.

2349 N3896P reported not having a green light for the landing gear and informed LC that they might have to circle.

2350 LC acknowledged and informed N3896P to overfly Runway 33 if they needed the tower to take a look. N3896P responded that it looked like the landing gear was partially down and that they would try to recycle it.

2351 N3896P reported that the landing gear was partially down and that they didn't have a green light. LC informed N3896P that they were not in sight and N3896P provided a position report. LC reported N3896P in sight and instructed the aircraft to overfly Runway 33 so that they could take a look at the landing gear.

2352 LC informed N3896P that their right main landing gear appeared to be still up. N3896P responded that they would try to recycle it. LC asked N3896P if they would be making left traffic and N3896P confirmed turning left.

2354 N3896P asked if they should keep circling as they worked on their landing gear problem. LC approved N3896P to continue circling and instructed the aircraft to remain in left traffic.

2355 N3896P informed LC that they were not making any progress getting the landing gear down. LC requested their intentions and N3896P suggested they might land in the grass infield parallel to Runway 33. LC responded that that option would not be a good idea due to obstructions in that area and suggested the east/west runway. N3896P asked if the grass on the west side of Runway 15 would be good.

2356 LC informed N3896P that a landing clearance could not be issued for the grass if that's where they wanted to land. N3896P asked LC if they should land Runway 7. LC instructed N3896P to enter downwind and cleared the aircraft to land Runway 7. LC informed N3896P that they would coordinate getting emergency equipment to the area and asked if they would like to continue circling until emergency equipment responded. N3896P reported they were out of fuel. LC cleared N3896P to land Runway 7.

FAA Form 8020-6-1

18-001-DET-FCT

N3896P

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14. CHRONOLOGICAL SUMMARY OF FLIGHT

2359 LC attempted twice to contact N3896P, but received no response.

June 25, 2018

0002 LC contacted Detroit Metro Airport Approach Control (D21) via shout line to inquire if they were in contact with N3896P and advise that radio contact with the aircraft had been lost. D21 indicated that they were not in communication with the aircraft.

0003 LC asked airport Truck 1 to search the approach end of Runway 7 for N3896P.

0004 Truck 1 reported no sign of the aircraft.

0005 LC made several attempts to notify Detroit Fire Department (DFD) via the emergency radio. DFD called DET tower via landline and informed that a plane had crashed in the neighborhood about two miles away and that they were responding.

No More Follows



MIDWESTATC

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DATE: July 09, 2018

TO: Aircraft Accident File 18-001-DET-FCT

FROM: Detroit City FAA Contract Tower

SUBJECT: Partial Transcript
Aircraft Accident, N3896P
Detroit, MI, June 24, 2018

This transcription covers the Detroit City FAA Contract Tower (FCT) LC LC position for the time period from June 24, 2018, 2318 UTC, to June 25, 2018, 0030 UTC.

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Accident involving N3896P.


Gregory D. Williams
Air Traffic Manager
Detroit City FCT

Agencies Making Transmissions

Abbreviations

C210/T
Detroit City Airport FCT Local Control

N3896P
LC

2318

(2319-2347)

2348

2348:47 N3896P tower centurion three eight nine six papa is with you at two thousand

2348:49 LC centurion three eight nine six papa city tower runway three three cleared to land wind zero three zero at niner

2348:51 N3896P cleared to land for three three nine six papa
2349

2349:50 N3896P and tower nine six papa we don't have a green light on our gear down here we might have to circle if you don't mind

18-001-DET-FCT
N3896P

2350:00 LC nine six papa roger ah if you need for me to take a look at it just overfly runway three three

2350:07 N3896P ah looks like we're partial down i just don't think we're all the way down i'll try to cycle it again we're coming over

2351

2351:21 N3896P we got a partial down tower but it's not all the way down we don't have a green light

2351:32 LC i was tryin' to get you to get low enough where i could see it but i don't i don't have you in sight

2351:37 N3896P we're right at about three three right now

2351:42 LC are you high

2351:44 N3896P no sir we're eight hundred

2351:46 LC okay i have you in sight now just fly three three and i can take a look at it

2352

2352:11 LC your right main appears like it's still up

2352:19 N3896P let's ah ah try and cycle it one more time and then cycle it down

2352:42 LC nine six papa are you going to make left traffic now

2352:45 N3896P nine six papa's turning left

2353

2354

2354:38 N3896P hey tower should we just keep circling while we had a little work on it

2354:44 LC i missed that last call say it again please

2354:46 N3896P this is nine six papa should we keep circling as we work on this gear

2354:51 LC yeah you can just ah circling low approaches over three as you work on the gear and and just stay in left traffic

2355:00 N3896P it doesn't appear we're making any progress with the gear whatsoever

2355:06 LC well so ah what would you like your intentions to be

2355:08 N3896P well if we can't make anything happen ah i guess we could just land in the grass ah just in the infield there parallel with three three huh

2355:18 LC nah would not prefer that um we got all kinds of lights and stuff in there and i don't want you to get a land on the grass and um damage your aircraft even further or even the airport fixtures i might have put on the ah east west i mean the ah east west runway maybe

2355:42 N3896P i just see a lot of taxiways on the on the seven two five side buddy

2355:44 LC yeah that might be the side we have to put you down on

2355:53 N3896P so the west side of one five is not good in the grass

2356:00 LC i can't clear you for a landing there but you if that's where you have to put it down there would be ah if you think it would be better to land in the grass than on the runway

2356:25 N3896P you want me on seven

2356:27 LC yeah um tell you what you do um enter a downwind for runway seven and ah cleared to land on runway seven i'll see if i can get the ah some ah equipment out here you wanna just keep circling til i can get some equipment out

2356:40 N3896P well i just just burn outta fuel we're totally out but

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2356:45 LC okay well i don't wanna just keep you circling either so
ah runway seven cleared to land

2357

2358

2359

2359:09 LC nine six papa city

2359:16 LC nine six papa city tower

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(0001-0029)

0030

End of Transcript