

On Sunday 24th of June, I was working on the Avflight Ramp located at the Main Terminal Building at KDET. I overheard the radio call (on Detroit City Tower frequency) of a Cessna having landing gear issues. A few moments Later I observed the aircraft making a turn over the airport with what appeared to be one main gear still retracted as it flew partially over and turned away from the airport. During this time I overheard the aircraft state it was attempting a landing and went inside to prepare for the landing attempt. When I returned outside tower was repeatedly calling the aircrafts call sign with no response.

Jose Carrion

[REDACTED]

Grosse Pointe Farms, MI, 48236

[REDACTED]

**PERSONNAL STATEMENT
MIDWEST AIR TRAFFIC CONTROL SERVICE, INC.
DETROIT CITY TOWER**

Date: 24 JUN 18

The following is a report concerning the accident/incident to aircraft
N3896P type C210/T at Detroit City Airport: Detroit,
Michigan on (date) JUNE 24, 2018

My name is STEVEN A. BUFORD.

I am employed by Midwest Air Traffic Control Service as an Air traffic
Controller at Detroit City Airport. My operating initials are SB.

During the period 1915 UTC, on JUNE 24, 2018 until 0315.

UTC.. I was on duty in the Detroit City Control Tower. I was working the
LOCAL CONTROL position of operation from

2100 UTC until 0035 UTC. The following is what I
saw, heard, or did, relative to the above accident/incident. I do not
remember what the various settings of the operational equipment were at the
time of the accident/incident.

I CLEARED N3896P TO LAND ON RUNWAY 33. N3896P SAID
HIS GEAR INDICATED THAT IT WAS NOT FULLY DOWN. I REQUESTED
THAT HE DID A LOW APPROACH SO I COULD SEE IF THE GEAR WAS.
I TOLD N3896P THAT HIS GEAR ~~WAS~~ DID NOT APPEAR TO BE FULLY
EXTENDED. N3896P THEN MADE LEFT TRAFFIC FOR RUNWAY 33.

N3896P SAID HE WOULD LIKE TO LAND IN THE GRASS AND I TOLD
HIM I PREFER HE DIDN'T. I SUGGESTED N3896P DO ANOTHER
LOW PASS. N3896P THEN STATED HE WAS LOW ON FUEL.

I CLEARED N3896P TO LAND RWY 7

Signature _____

Date 24 JUN 18