



National Transportation Safety Board Aviation Accident Final Report

Location:	FLINT, MI	Accident Number:	CHI94LA227
Date & Time:	07/01/1994, 1300 EST	Registration:	N815MC
Aircraft:	CESSNA 441	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE PILOT SAID THE AIRPLANE'S NOSE BAGGAGE DOORS OPENED SHORTLY AFTER LIFTOFF. HE SAID HE RETARDED THE POWER LEVERS AND LANDED THE AIRPLANE GEAR UP. A WITNESS SAID THE LANDING GEAR WAS RETRACTED AS SOON AS THE AIRPLANE LIFTED OFF THE RUNWAY. THE WITNESS OBSERVED THE AIRPLANE'S NOSE BAGGAGE DOORS OPEN SHORTLY AFTER LIFT OFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADEQUATE PREFLIGHT INSPECTION OF THE AIRPLANE BY THE PILOT. FACTORS ASSOCIATED WITH THIS ACCIDENT WERE UNLATCHED NOSE CARGO DOORS AND THE PILOT'S FAILURE TO EXTEND THE LANDING GEAR.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) DOOR,CARGO/BAGGAGE - UNLATCHED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. DOOR,CARGO/BAGGAGE - OPEN

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On July 1, 1994, at 1300 eastern standard time, a Cessna 441, N815MC, registered to Rico Marketing of Flint, Michigan, and piloted by an airline transport rated pilot, was substantially damaged when it collided with the ground during an aborted takeoff on runway 27 (7,200' X 150' dry concrete) at the Bishop International Airport, Flint, Michigan. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 positioning flight was not operating on a flight plan. The pilot was the only occupant in the airplane and reported no injuries. The flight was originating from Flint, Michigan, when the accident occurred.

The pilot's written statement indicates he "...experienced a substantial power loss..." during takeoff and he "...elected to put the aircraft back on the runway... ." The pilot said that "... time was insufficient to extend the landing gear." During an interview the pilot stated that both lefthand baggage doors opened as the airplane lifted off the runway. He said he reduced power and landed the airplane with the landing gear retracted.

The airplane's owner said that he would park the airplane in the hangar with the baggage doors unlatched. He said he did this to keep from having to unlatch the doors during preflights.

One witness stated he observed the airplane liftoff the runway followed by an immediate gear retraction and the baggage doors opening. He said that shortly after the doors opened he heard the engine sound stop and saw the airplane descend to the runway.

Pilot Information

Certificate:	Airline Transport	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-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; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/05/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12150 hours (Total, all aircraft), 550 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N815MC
Model/Series:	441 441	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	441-0263
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9850 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:		Engine Model/Series:	TPE331-10
Registered Owner:	RICO MARKETING	Rated Power:	800 hp
Operator:	RICO MARKETING	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FNT, 782 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1300 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GRAND RAPIDS, MI (GRR)	Type of Clearance:	None
Departure Time:	1300 EST	Type of Airspace:	Class E

Airport Information

Airport:	BISHOP INTERNATIONAL (FNT)	Runway Surface Type:	Asphalt
Airport Elevation:	782 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	7200 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRANK S GATTOLIN	Report Date:	02/14/1995
Additional Participating Persons:	BUD WARNER; BELLEVILLE, MI		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).