

Capt. Davide R. Picard

Date: September 3, 2017

To: Michael Burton
FAA/NTSB Onsite Agent

From: Capt. Davide Picard
[REDACTED]
Boulder, CO 80301

RE: Emergency Landing at JEFFCO Airport, Cessna 310G N8957Z, Landing Gear Malfunction

Dear Sirs,

This is a transcript of an Emergency Landing that occurred at approximately 3:03 pm on September 1st, 2017 at the Jefferson County Rocky Mountain Regional Airport, KBJC, Broomfield, CO. this is a testimony of what I recall that had occurred on that flight.

On September 1st at 1:15 pm a passenger and I as PIC of the aircraft departed Boulder Municipal Airport, KBDU in a Cessna 310G twin engine aircraft for an instrument approach training mission, approximately 85+gals or 2.5/hrs. of fuel were onboard when the tanks were dipped during pre-flight, the main tip tanks had 33-35/gals each and the reserve fuel tanks had about 10/gals in each wing tank. After taxi, parking, checklist, radio checks and run-up sequences were completed, and the crew was fully briefed we departed runway 8 on a straight out departure, while on climb out I retracted the landing gear and received a "Red gear light" and pulled the props back to 2400/rpm at 6300' we climbed to 7000' leveled off and set our heading to BUFFS the mid marker for the ILS approach runway 35 at KGXY, we descended to 6600' when 5 miles out from BUFFS marker, when I intercepted the ILS we turned to final approach and set up our final descent of 600/fpm. at blue-line, drop flaps to 15/deg. drop landing gear, "Green light" continued glide slope at 120/blue line, past the threshold at MDA we prepared for a "touch and go" landing, I flared the aircraft and began to set the tires onto the runway, I then felt a "mushy feeling" it felt like the landing gear gave way on the right side of the aircraft, the left main landing gear felt stiff, locked and secure as well for the main front strut gear.

I performed a "go around" and announced on Unicom that we were going for the missed approach, remaining in the traffic pattern, we climbed to pattern altitude with the landing gear down (with a "Green light") and set our heading to the BUFFS marker to perform another ILS approach runway 35 "touch and go" and begin our analysis of the situation at hand. I intercepted BUFFS and received the ILS, runway 35, I set up on final approach and performed another touch and go to see if we could feel the landing gear, a (green) light was visible, we discovered the same results, I performed a straight-out departure, I noticed the green & red landing lights were OFF, I decided to leave the gear down, turning on a NW climbing crosswind and began our climb to 7500' on a heading set for Boulder Municipal Airport, KBDU.

On our leg to KBDU I began the "landing gear emergency check list" I performed all of the items on the lists, we then experienced loss of Com/Nav. radios as well as cockpit intercoms, I checked the breakers,

the landing gear main breaker felt very "hot" I put the gear switch in the neutral position, I then performed the Emergency Landing Gear System operations, manually hand cranked the landing gear up and then down, checking for problems, things did not feel right when manually cranking and locking the gear down with no positive results. I set up an orbit over Table Mountain outside of Boulder Airport airspace and opened the breaker panel, sparks began to shoot out and smoke filled the cockpit, wires were burning, I closed the breaker door and the immediate short and sparks had stopped, I checked and reset the breakers by hand again and the Com/Nav. radios came back on. The breaker to the landing gear felt hot to the touch, still no power to the landing gear lights or gear motor, the gear switch and lights were in-operable. I believed now that it was an electrical problem with the aircraft and specifically the gearbox for the landing gear.

I orbited the KBDU airspace calling the Unicom frequency (also home base) for someone who could visually identify if the landing gear was down a locked in all positions, no response, I made several larger orbits within the airport environment to burn off more fuel. Our position was 3 miles south of the runway 26 threshold at 7000' when I then decided to call up JFFCO Tower and report the problem and possible landing emergency. JFFCO Tower instructed me to maintain 7000' and fly by the Tower so they could perform a visual check on the landing gear. JFFCO Tower confirmed that they could see that the right main landing gear was hanging at a tilted angle, the right gear door was hanging down and the main landing gear was not locked into position. I told the tower I was going to perform orbits over the lake to the west of the airport and perform the manual landing gear checklist one more time to confirm the possibility of it perhaps locking down.

I called the tower and reported that I was going to do another flyby to verify the landing gear, we had the same results, I went back to a 7000' orbit over the lake to prepare for the approach and landing, after 2 more orbits I knew the aircraft was getting low on fuel, as planned but I did not want to run completely out, I reported to the tower that I was "Going for it" and coming in for a "gear down" landing on runway 30R, I was cleared to land. I reported to the Tower that I planned to touch on the left main tire first, keeping the nose up and the right wingtip up from the runway, and let the plane down on the main nose gear last, as I entered base leg I began to lose power on the right engine, I switched the right fuel selector to the reserve fuel tank, this gave a surge of power, but then power soon dropped off again, I shut down and secured the right engine, pulled back power on the left engine and turned onto final approach. While descending on final approach I prepared and secured the cockpit, turned off the fuel, master switches and power for a possible gear collapse type landing, the props were wind milling.

On Final approach, I had blue line speed, I had a nice distance and altitude from the threshold it looked good for a smooth slide down the glide slope, "no green or red gear lights" on the landing gear indicators though, I added in 15/deg. Flaps and focused on the touchdown and flaring point on the runway, I wanted to land on the left side of the wide runway 30R wanting to run off into the grass, stay away from the sparks and possible fuel ignition and fire threats, the winds were in my favor here, I touched down on the left main wheel keeping the nose up, and kept the wings level, I could feel the gear give away as I loaded the weight of the aircraft on them, I tried my best to keep the right wing higher and the right wing tip fuel tank from bouncing and scraping along the runway.

The aircraft veered hard to the left of the runway as the gear collapsed below me, I was pulling full back on the elevator, dragging the tail as the nose wheel touched down it blew out forward as we departed the edge of the runway, The left wing of the aircraft, right near the stall warning switch hit a 3000' runway marker sign and the nose dropped to the grass, we were skidding through the grass for several hundred feet, dirt was flying everywhere, as we skidded along losing inertia, we could no longer see

forward, we did not hit anything else and came to a very abrupt stop, causing everything in the aircraft to launch forward, I looked at my passenger, we both had our seat-belts and shoulder harnesses firmly attached, we had both braced ourselves for the landing and knew we were both OK. I looked around the cockpit and cabin to make sure all electrical switches were OFF, and the fuel switches were OFF.

We immediately exited the aircraft and walked away to a safer observation place, dripping in sweat I started to walk around to look at the aircraft damage, I could not smell any fuel leaks around the area, there was no fire or smoke of any kind, the emergency crews showed up immediately with the fire trucks and emergency equipment, they ran up to us to make sure we were not hurt, and to secure the landing site area.

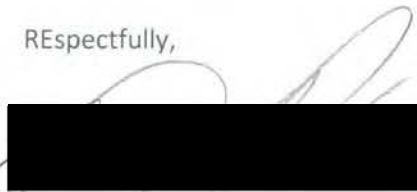
We instructed the JEFFCO Operations specialist (Ian Gohlke) to have Beagle Aviation dispatch to recon the aircraft from the airport runway environment, I was taken to the operations office area to debrief and cool down. I received a phone call from the FAA/NTSB agent Michael Burton, he was very pleasant, made sure we were all OK, and there was no other damage to property or persons, he told me that he would schedule an inspection on Tuesday after the Labor Day Holiday, I was asked to file this report via an email prior to us meeting on Tuesday. I was asked by CBS News for an interview, this is when they showed me the video taken by their news helicopter, they also had helped me while in the air to identify the problem with the right main landing gear. I could clearly see the landing gear collapse underneath the aircraft as we landed, shortly after giving a live report interview to CBS News reporter, I was asked by the operations specialist to return to the scene to observe the handling of the aircraft while Beagle Aviation set up a crane and flatbed trailer.

I personally observed the loading and handling of the aircraft onto the flatbed trailer, and took many pictures of the under carriage and all around the aircraft. After securing the aircraft while the recon crew was getting ready to cross the runway we walked the entire landing site area looking for any debris and or aircraft parts, we were cleared by the Tower to cross the runway and leave the crash scene area. We parked the aircraft and trailer in corner of one of Signature Aviation's hangers, I remove my personal items from the aircraft, I rented a car and left the FBO lobby at 7:00 pm.

I must close with this statement, N8957Z and I have had quite a career together, I have been chief PIC of this aircraft for various owners since 1982, we have flown thousands of hours together, I have personally supervised most of the annual & 100/hr. inspections and landing gear tests, this aircraft was in good airworthiness condition. I have thoroughly enjoyed the performance and safety this aircraft has provided to us for so many very special missions.

Please let me know if you have any questions.

REspectfully,



Capt. Davide R. Picard
PIC / Chief Pilot: N8957Z