

From: [Best, Cory E \(FAA\)](#)
To: [Gretz Robert](#)
Subject: FW: N197GB
Date: Wednesday, June 12, 2019 5:36:28 AM

FYI

Cory Best

Aviation Safety Inspector

AFG-800-ORL-FSDO-15

Office : [REDACTED]

From: Nick [REDACTED]
Sent: Tuesday, June 11, 2019 10:58 AM
To: Best, Cory E (FAA) [REDACTED]
Subject: N197GB

This is the statement about the incident with N197GB on 10 June 2019 by Nicholas Taylor, pilot.

We received a dispatch for a recon to be made at 1700. Just before that time, we (Jason Longfellow - Air Attack trainee, Mike VanderPas - Air Attack, and myself) went to the plane and did our preflight inspection. Nothing was determined out of the ordinary during that inspection. We suited up and took off runway 28 at 17:10. The recon proceeded as normal. We had to burn a minimum of 600 pounds to meet our minimum landing weight. At some point during the flight I noticed a turbulent wind noise and then suddenly it went away and the plane sounded normal. After that, I checked all gages and determined that everything looked normal. When we had met our minimum burn and completed our recon, we proceeded back to lake city to land. At 7 nm from the airport, I put the gear down. I got 2 of the three landing lights. The nose light was dark and the gear unsafe light was lit. We cycled the gear twice more with the same results. I requested Jason Longfellow to read the immediate action checklist for gear malfunction. All items were completed. We advised the tower of our situation and requested a low approach and if he could view the status of our nose gear. The flyby was completed and tower reported that from his viewpoint, the gear appeared to be down. We requested a second flyby and requested Aaron Knobloch come out and look at it as well. He said that from his viewpoint, the gear appeared down but made the suggestion that Cecil airport was 30 miles east and had crash rescue available. We agreed with that suggestion and informed tower of our decision to fly to Cecil airport. Jason Longfellow also informed dispatch of our new plan. 17 miles west of Cecil, I called tower and explained our situation and requested another low flyby and explained that we chose them due to them having on-field crash rescue. We were cleared for a low approach for 18R. After the low approach, the tower agreed that the gear appeared down. They cleared me for right traffic for 18R and cleared to land. I requested to get 18L due to the extra length. They then cleared me for left traffic 18L and cleared to land. On the left downwind, Jason Longfellow read the before landing checklist and all items were completed. Still no green nose light and we still had a red gear unsafe light. The approach was stable and smooth. I landed on the mains, determined to keep the nose off the ground as long as possible. When the nose came down, the nose gear immediately folded under and our nose impacted the pavement. The plane was still sliding across the pavement, so I applied the brakes and brought the plane to a stop. During the braking action, I called tower requesting the crash rescue. As soon as the plane stopped, I turned off both engines, then the power. As soon as the power went off, Mike VanderPas opened the main airplane door and exited the plane, staying clear of the propellers. Jason Longfellow followed, and lastly I followed. We maintained a safe distance from the airplane until the plane was deemed safe from the fire fighters. We had no fire, or leaking fluid. The landing was made at 18:40