

September 11, 2019

N328RG

Flight from ICT – 9K8 (VFR Flight)

Departed Rwy 19L at ICT, Radar vectors assigned, 260 HDG, at or below 5,000, contact DEP 126.70.

Established communication with DEP control, Resume own NAV and ALT direct to 9K8.

At approximately 15 mile west of ICT, ATC advise me of inbound VFR traffic to 9K8, approaching

From the North, RNAV 18 Approach, a Citation. ATC clears me off freq to CTAF, and to squawk 1200.

At approximately 8 miles east of 9K8 I announce my Intentions, "N328RG 8miles east, planning to enter

A right downwind rwy 18, #2 behind citation. I begin to slow aircraft down for landing configuration. I

Overfly midfield at 2,500 and enter a right downwind for 18. At 110, flaps 1, make call "N238RG right

Downwind 18, #2. Downwind to base leg, 100, Gear Down, Flaps 2, Base to Final, 90, Flaps 3, before

Landing check. On final 90, over thresh hold approximately 50 feet, throttle to idle, Gear Warning Horn,

I immediately add power and go around, I look down to confirm 3 green, NO GREEN LIGHTS, the citation

That just landed is taxing on the ramp area, I ask for a visual confirmation, gear down, as I fly by. They

Confirm, NO GEAR. I climb to 2,500 and head west. I check NAV light switch, confirmed it

Is off, (it makes the 3 green light dim during day time). I have a popped circuit breaker, reset it, re-select

Gear down, I circle Back around for a visual from the citation pilot, and again find the circuit breaker

25amp popped. Again they confirm NO GEAR. I exit the traffic pattern head west. I refer to the POH

Emergency Check List. Manual Landing Gear Extension check list. Once completed I return for another

Visual inspect. Again NO Gear. Now my thought process goes to fuel conservation mode, estimated 20

Gallons on board. Estimated 45 min to 1 hrs. I continue to stay close to airport, while troubleshooting

Gear problem. Did multiple attempt with G loads to force the gear down. At this point starting to

runout Time / fuel and options. I communicate with citation pilot, and he suggest calling 911, I agree to

have Ground Personal and equipment to be rolled and standing by. I continue to circle overhead,

review Emergency procedures, just to confirm my self, I also review GEAR-UP Procedures, the 2

differences I added was to leave the flaps full down, get this plane as slow and safe as possible, minimize

landing Distance, and to unlatch the cockpit door for quick exit. I made an effort to contact ATC, after

several attempts, low altitude, bad freq, I notified Them of my conditions, "I am Declaring an

EMERGENCY". Will be landing at 9K8, gear up. They ask If I want to come to ICT, I declined not sure of the accuracy of the fuel status, don't want to run out of Fuel prior to reaching ICT. There is emergency personnel on the field. After exhausting all options I set up for final approach, aircraft stabilize 85, 1mile final, slowing 70 Over the threshold, I pull the power to idle, a wind gust caught me and ballooned the aircraft up 10ft the stall waring light briefly illuminating and then contact with the concrete, quite hard, followed by metal grinding sound, very loud. Aircraft stopped very Quickly, I exited the plane quickly, and sat down at the edge of the runway, paramedics were on scene Within in 30 sec. I was escorted to the ambulance, and monitor there for 20 to 30 mins. Once released, I was asked by the airport manager to help assist with the aircraft removal from the runway, once they Were given the all clear by the Local authorities and the FAA. I was then later told by Highway Patrol, I can not help and was escorted back away from plane. I complied.