

On Monday 01-20-2025 we prepared for our flight to FCM (Flying Cloud Airport) from FXE (Fort Lauderdale Executive Airport) in N6NR. We took on 725 gallons of fuel from Banyan Air Services. This is the only services we took from Banyan. This brought our fuel load to 8000 lbs (1,194 gallons) of jet-a on board. Our calculations show that would have over 1hr and 20minutes of fuel left onboard when we were to land at FCM. We did our preflight prep and checked weather for the trip and saw that it was going to be VFR at FCM. Coming out of Fort Lauderdale the temp was about 66 F and raining. The takeoff was uneventful. While climbing out we went through a fair bit of rain.

We climb to our final altitude of 36,000. This part of the trip was going as planned. When we got closer to Flying Cloud we started our decent. We arrived on the TWOLF 4 Arrival. We picked up the weather from Flying Cloud and were told to expect the RNAV (GPS) 28L Approach. Tyler and I did this even though the airport was VFR because of it being night operations and we felt it would be much safer to come in on an approach. We were clear to cross Herbo at or above 2500 and cleared for the RNAV 28L approach. AS we got closer and under 220 kts we put down our first notch of flaps. We crossed Herbo and headed in towards Eloit. At about one dot on the glide path for the approach I asked Tyler to put the Gear down.

Tyler put the gear handle down and the two main gear came as they are supposed to. The indicator light showed both of the mains down. The nose on the other hand did not come down as it should have. The nose gear unsafe light was illuminated and I saw that the nose gear pin indicator was also showing that the nose gear was still up. We went missed and we asked for an altitude and heading. The controller gave us a heading of 220 and an altitude of 3000. The controller asked if we needed any assistance. Tyler told the controller that we have to work something out. We cycled the landing gear a few times hoping that the nose gear would break free. We were thinking that it may have gotten stuck in the wheel well because of the moisture we had been in earlier combined with the extreme cold we are in now. The nose gear did not come down, so we decide to run the Landing Gear Three Green Not Indicated checklist. We complete the checklist as we were getting vectored around. The nose gear would not come down even with the hand pump. Tyler at this point updated approach control of the severity of our situation. By this time we both thought it would be a good idea to land at MSP.

We went through the Landing Gear Three Greens Not Indicated checklist one more time just to make sure we didn't miss anything. Tyler asked for the longest runway at MSP. The controller told us. After that we tried to declare an emergency but got stepped on. Tyler told approach that we would like to come to MSP. Approach started vectoring us in. We figured it would be a good idea to go to MSP since they have longer runways there, there is emergency vehicles there, and there would be someone on the ground who could verify what we are seeing in the cockpit.

We asked the controller for a few more minutes. We ran the Landing Gear Three Green Not Indicated checklist for landing the aircraft without 3 green landing gear lights. I decided it would be the safest to land the aircraft with the main gear down. We discussed this and determined it would be the best way to maintain directional control. We completed the checklist. We let the passengers know what was going on and prepared to do a flyby. We were told the winds are 330 at 9 kts.

The controller asked us if we wanted to do a flyby. Tyler told him yes. We got vectored to intercept the localizer. We were asked if we had the airport insight. At first we did not because of the smoke and then let the controller know that we have it insight. He cleared us for the visual 30L. We went to tower and he left us know fire crews are going to be watching. As we passed by the tower told us that the ground crews confirmed that what we see in the cockpit is the same as what they see from the ground, two main gear locked down and the nose gear is not down. We went around and tower handed us off to approach.

Tyler checked in with approach and left them know that we are briefing the passengers and ready to come back in. We briefed the landing. We got vectored in on the ILS 30L. Heard winds 300 at 9. Intercepted the localizer and glide path and shot the approach. I landed the aircraft as smoothly as possible and held the nose off as long as I could. The nose came down. I applied differential braking to keep us down the center line. Tyler shut the engines down after we touched down. The aircraft came to a stop. I heard tower say nice job. I told them that we are getting out. Tyler opened the main cabin door and helped the passengers out. I secured the aircraft and exited it as well. I then caught up to passengers, I looked back, I saw some smoke, turned around, and had them move further away. Everyone on board was safe and uninjured.