

26 September 2016

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[REDACTED]

St Paul Minnesota

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Nose Gear Malfunction of CommutAir Flight 4919.

On the 24th of September 2016, I was the First officer operating a scheduled flight, CommutAir 4919 between Albany New York and Washington Dulles Airport.

It was a routine flight for a scheduled arrival of 8:50pm eastern standard time. On arrival into the Dulles airport traffic pattern, we were cleared by Potomac approach for the ILS approach for runway 1R and was told to contact Dulles tower.

I was the Pilot non flying, contacted Dulles tower, and we were cleared to land on runway 1R. Established on the ILS at approximately 6 miles final, and at 2000 feet MSL, the Captain called for the gear down. I selected the gear handle down and observed the three amber gear door lights illuminated, the green left and right main gear lights illuminated and the red unsafe nose light illuminated. There was also an abnormal rumbling sound within the wheel well of the nose gear.

Captain Ettrick and I looked at each other and said, "that does not sound good." We immediately executed a go around and advised the tower of the gear malfunction and that we were going around. In the process of going around, we elected to retract the gear and the gear retracted normally.

I contacted Potomac approach and advised them of our gear problem and requested delayed vectors so we could run some checklist. Just prior to running the checklist Captain Ettrick and myself opted to lower the gear a second time to see what would happen and again it was the same result with the red unsafe nose gear light illuminated. We retracted the gear and the gear retracted normally. We then ran the alternate gear extension checklist and again we got the three amber gear door lights, the green left and right main gear lights and the red unsafe nose gear light illuminated. I also checked the alternate green lights in the floor and they indicated the left and right main gear lights illuminated and the nose gear light dark, confirming that the nose gear was not down.

Captain Ettrick after advising the flight attendant of our situation, contacted company and maintenance and advised them of our gear problem. Maintenance suggested that we cycle the gear, which we advised them we did. We were then asked to check and make sure that all circuit breakers were in, which we did. They were not popped circuit breakers. Company then suggested we do a flyby to get a visual confirmation that the nose gear was in fact up. We were cleared to runway 1C, where the Fire

services were waiting for us, and spotted a flood light at the nose gear as we flew by and confirmed that the main gears were down and the nose gear was in fact up. We again went missed approach and the Captain again contacted the company, and we were given the go ahead to land with the nose gear retracted.

At this point we had approximately 1000 lbs of fuel onboard and a landing was now absolutely necessary. Prior to landing, we were given instructions to land with flap 35, we were to create an aft CG by having the passengers sit in the rear of the aircraft, we were to land as soft as possible and we were to land offset of the center line.

I then contacted Potomac approach and advised them we were ready for the approach. We were then cleared for the approach to runway 1R, we landed as instructed and was met by the Emergency fire services who foamed the nose section of the aircraft as they were sparks coming from the nose section of the aircraft as the nose was lowered.

The aircraft came to a stop just abeam taxi way K4 on runway 1R. The passengers evacuated the aircraft through the over wing exits on the left and right side of the aircraft and the main emergency exit on the right side. We opted not to use the main cabin door as an exit as we weren't sure it would open fully. We discussed this as a crew prior to landing.

All passengers and crew evacuated safely.

Neil St Hill