

Incident Report

Aircraft: N86MN

Date: 10/7/19

Time: 23:03

PIC: William Gilstrap

SIC: Jeard Ballew

Departure Airport: KAPF

Intended Airport: KERV

Actual Landing Airport: KRSW 10/07/2019

Departure KAFP 23:53z (19:53 local)

Landed KRSW 03:03z (23:03 local)

Incident:

Normal takeoff roll and lift off. At gear retraction nose gear did not indicate retracted, red nose gear light illuminated, indicating gear in transit or not as selected. However visual indicator pin was down, indicating gear was up. We felt vibration like nose gear doors didn't shut. A few seconds later we felt a solid thud, followed by a lighter thud in the nose gear well section. We advised ATC we had abnormal gear indication and needed to return to the airport. We assessed the situation, declared an emergency and requested a position to hold and run abnormal check list. We Attempted to extend landing gear per check list and did not get nose gear down indication. Reviewed checklist procedures for manual gear extension and confirmed all procedures were complied with. Requested to continue to hold to burn off fuel and give us time to contact maintenance. We utilized base maintenance and DPJ maintenance control and considered recommendations. Only recommendations in accordance with published checklist procedures were used, with no change in condition.

We discussed runway options and decided to divert to KRSW where we had 12k' of runway and clear weather. While holding to burn off fuel we advised Pax. of situation and reviewed emergency procedures for gear up landing and evacuation procedures. We periodically updated pax and continued in holding pattern. 15 minutes prior to landing we re-briefed pax and ourselves on landing procedure and evacuation. 10 minutes prior we moved Pax to forward rear facing seats, reviewed emergency evacuation of aircraft, belted Pax and secured cabin. Landed runway 6 KRSW per emergency procedures for nose gear up landing. Successful nose gear up landing with aircraft coming to rest on airport approximately 4,500' past approach end of runway 6.

Post landing maintenance inspection revealed failure of nose gear actuator push rod linkage after gear retracted and locked in up position. Damage also occurred to gear up indicator light micro switch. All normal and abnormal checklist procedures were complied with. No additional or different actions of flight crew could have prevented failure, or resulted in a more favorable outcome.