

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

Event: During a normal takeoff from KAPF I called positive rate and Captain Gilstrap asked for gear up. I moved the gear handle to the up position and watched for gear lights to go out. The main gear lights cycled and extinguished as expected however the nose gear transit light remained illuminated. I brought this to the attention of Captain Gilstrap and we immediately notified ATC of a potential issue. Almost immediately after noticing the issue we heard a thud from the nose gear as if it had fallen down. We had normal hydraulic pressure indication which allowed us to lower the gear to see if it would lock back down for a return landing. Once the gear handle was in the down position the main gear cycled down as expected however the nose gear transit light remained illuminated and the pin was not visible. At this point we declared an emergency with atc and asked for holding to run checklist and burn fuel. We entered holding and referred to the emergency/abnormal checklist for landing gear. We ran the checklist which resulted in no change in the nose gear indications. From there we notified company, atc and passengers of the issue and possibilities of a nose gear collapse on landing. Company suggested landing at FLL however the weather was producing rain which created wet runways. At that time we were holding east of RSW which we had visually in site. We decided to utilize the 12000' dry runway at RSW. Holding continued for approximately 3 more hours burning fuel to land as light as possible. Throughout the 3 hours we continued communications and briefings with the passengers to ensure they were ready for an evacuation on landing. During the last 30 min of the flight we reviewed the emergency/abnormal checklist again to ensure we had complied and were prepared for the possibility of evacuation. Additionally Captain Gilstrap briefed the passengers one more time. The approach to landing was treated as normal. We had normal hydraulic pressure and confirmed brake pressure was available. Flaps operated normally and were brought to 45* for the slowest possible landing speed. Captain Gilstrap executed an ILS to Runway 6 at RSW and touched down on the centerline, in the touchdown zone at ref speed. He continued holding the nose off the ground as long as possible. HP cocks were closed at touchdown per the checklist. As the nose settled down it came to rest on the nose cone with nose gear up. Captain Gilstrap maintained directional control and brought the airplane to a stop at approximately 4500 ft down runway 6. We executed an emergency evacuation shutdown and exited the airplane through the normal air stair door without injury. No fires were present. The passengers were in good health and spirits. They were taken to the FBO by Airport ops immediately. Captain Gilstrap and I remained with the aircraft until it was successfully removed from the runway.

Jeard Ballew