



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: May 2, 2014
Person Contacted: Mr. Hugh Coulter (Pilot/owner)
NTSB Accident Number: WPR14LA175

Narrative:

The following is a synopsis of the information provided by Mr. Coulter in a telephone conversation on this date:

- He was the builder, owner and pilot of the airplane
- The airplane was a Pulsar XP series 1
- He purchased the kit in January 1996
- He completed fabrication and made the first flight in July 1998
- It was registered as N452PC
- The airplane was equipped with a Rotax 912UL engine
- The airplane had accumulated a TT of 811.5 hours, all of which was put on it by Mr. Coulter
- He has a TT of about 883 hours
- He holds a private pilot certificate
- He was operating the airplane on the medical qualifications of his driver's license
- He based the airplane at Bremerton (PWT) and took off about 1000 on a local flight
- He did not notice anything unusual about the takeoff
- While airborne, he received a radio call from Avian Flight Center, an FBO on PWT
- Avian informed him that they had been made aware that a passer-by had seen something fall from an airplane, which was subsequently identified as a nose landing gear (NLG), and Avian believed that it possibly belonged to N452PC
- He returned to PWT and conducted a flyby so Avian personnel could examine the airplane
- They confirmed that N452PC had lost its NLG
- Avian then coordinated with the pilot to postpone landing until the airport could be closed and fire/rescue personnel could be present
- After waiting about 30 minutes, the pilot was given permission to land
- He landed with full flaps, as slowly as he could
- The airplane landed normally, settled on the NLG strut, and stopped on the runway
- The pilot was unhurt

- The pilot was informed by a local "Pulsar guru" (Mr. Greg Smith) that there have been 5 other cases where Pulsar airplanes lost their NLG
- Mr. Coulter provided the NTSB with Mr. Smith's email address
- An apparent root cause of these losses is the failure of a NLG attach bolt, which corrodes inside a collar, and is therefore difficult to inspect/detect
- Reportedly the problem only affects "Series 1" Pulsar airplanes
- Reportedly some Pulsar owners designed a new NLG fitting which eliminates the problem
- The Pulsar company is no longer in business