



RECORD OF EMAIL

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: Various
Person Contacted: Robert Roth (U.S. Forest Service Northern Regional Aviation Safety Manager)
NTSB Accident Number: WPR17IA007

Narrative:

During emails with Robert Roth, the following is a summary of what he stated:

January 25, 2017:

- The down-lock plunger had been painted which prevented the nose gear to lock and resulted in the gear collapsing upon landing.
- The flight was returning from being painted.

January 20, 2017:

- Incident airplane entered pattern and at three-mile left base, the co-pilot noticed the unsafe nose gear indication.
- The crew remained in the pattern and ran the "Landing Gear Failure" checklist.
- The landing gear was recycled a couple of times.
- A 360 degrees, 45 degrees of bank was accomplished.
- The emergency gear handle was pulled with no affect.
- No positive results were obtained for the nose wheel indication.
- The "Emergency Landing Gear Procedure" checklist was then accomplished.
- Appropriate circuit breakers were pulled.
- The flight crew set up for a landing.
- The nose wheel was held off the runway as much as feasible.
- No braking was applied.
- As the nose wheel settled to the runway, the flight crew noticed an abnormal sound.
- The nose gear slowly collapsed and then the airplane skidded about 300-400 feet.
- The crew accomplished the shutdown checklist and safely egressed the airplane.

January 19, 2017:

- Information from the attached draft incident report:
- During preflight inspection, the flight crew noticed the accumulator pressure low and had it serviced by contract maintenance.
- During the incident flight, the flight crew noticed the accumulator pressure low.
- The nose gear down-lock actuator piston (plunger) was painted over, which prevented it from seating in the down-lock bracket.
- The emergency accumulator was not holding pressure.
- If the emergency accumulator had been fully serviced, the force of the rapid application of emergency hydraulic pressure could possibly have forced the down-lock actuator to more fully engage.