



RECORD OF EMAIL

Jackie Vanover
Aviation Accident Investigator
Western Pacific Region

Date: January 23, 2018
Person Contacted: Mr. Steven Smith (Pilot)
NTSB Accident Number: WPR18LA058

Narrative:

The following is a synopsis of the information provided by Mr. Smith in an email.

- Upon pickup of 2AT from Chino Inland Aviation Dennis. He had parts on order for up lock actuator seals were seeping.
- I stated to him I'll be happy to bring plane back to him once parts arrived the following week.
- I paid him what he estimated I owed for the Annual inspection which was 1500 paid by check. I can get the check number. I also have a copy he made for me from his printer.
- We jumped the airplane with a power pack since the battery had run down while in hangar doing tests/ gear swing. I also have a video of gear swing on jacks.
- I taxied the airplane to Threshold aviation to load fuel. I taxied back to inland to pick up my go bag and phone charger out of my car. Looked airplane over one last time before heading back out to runway 26 R.
- Did a second runup and double-checked engine and fuel before committing to taking off.
- All looked good engine was strong fuel pressure was great.
- Called tower ready to go runway 26R with a right downwind departure.

- Takeoff was normal rotated at 80 knots, airplane climbed normally no problems. Raised landing gear safe light came on normal.
- Made my right turn for downwind tower asked if I wanted to talk with Ont Tower I said sure. Assigned squawk code and handed off.
- While getting handed off to SOCAL I felt a rattle in floor boards and wondered what it was. All gauges normal no other issues.
- SOCAL handed me off to SBD tower reported over PETIS inbound for runway 6. In between PETIS and 215 freeway I lowered gear. Heard gear cycle as normal. Checked gear down out window and saw nothing.
- Called tower and requested they look and see what was going on.
- Over an hour circling over SBD with the assistance of Sheriff helicopter and ground observers confirmed left gear not down.
- Made low pass over runway for one last look of landing gear. Gear cycle or manual pump had no effect.
- Upon last landing tried manual handle one more time power Pac was so hot could barely touch the handle.
- Upon setup for landing runway 6 sheriff's helicopter was chasing me with flood light.
- Touched down with right main and nose gear locked. Plane rolled out while balancing plane on 2 wheels then settled on its left side while scraping gear doors. Stayed on centerline until rear stabilizer touched runway which kicked the plane into a hard-left turn. Came to rest at the intersection of taxiway Bravo and runway 6.
- Emergency crews were standing by in seconds.
- Opened door and shutoff plane no injuries.