

Flight Crew Analyst Incident Report 386

Overview:

Event ID: 249

Title: Mechanical Discrepancy - Flight

ASRS:

Do you want to submit your report to NASA ASRS?: Yes

Employee:

User Name: gjones

Salutation: Capt.

First Name: Gregory

Last Name: Jones

Employee Number: [REDACTED]

Job Title: Captain

Organization: Kalitta Charters II

Employee Base: KYIP

FAA Certificate or Qualification Number: [REDACTED]

FAA Certificate or Qualification Type: Airline Transport Pilot

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Province: [REDACTED]

Zip Code: [REDACTED]

Country: United States

Email Address: [REDACTED]

Home Phone Number: [REDACTED]

Work Phone Number: [REDACTED]

Other Employees:

Employee Duty: Pilot Flying

Employee Number: [REDACTED]

First Name: Gregory

Middle Initial: A

Last Name: Jones

Other Employees:

Employee Duty: Pilot Monitoring/Pilot Not Flying

Employee Number: [REDACTED]

First Name: Mathew

Last Name: Sheflin

Other Employees:

Employee Duty: Flight Engineer

Employee Number: [REDACTED]

First Name: Alix

Last Name: Clermont
Other Employees:
Employee Duty: Mechanic
First Name: [REDACTED]
Last Name: [REDACTED]
Processing:
Status: Open
ID: [REDACTED]
Date/Time When Event Occurred: Tue, 29 Jan 2019 14:26 Z
Viewer Accessible: Yes
Initial Notification Date/Time: Wed, 30 Jan 2019 01:09 Z
Submission Date/Time: Wed, 30 Jan 2019 01:09 Z
Source: Web Submission
Form Name: submission-form
Create both an ASAP and Incident report?: Yes
Exclude this report from Scoreboard: No

Event: 1

Baseline Risk Assessment

Likelihood: 2 - Improbable
Severity: 4 - Hazardous
Risk Factor: Yellow - Acceptable with Mitigation

Substitute Risk Assessment

Likelihood:
Severity:
Risk Factor:

Description

ATC Complications/Errors:
ATC Complications/Errors: Yes
Aircraft Configuration:
Nickname: 720
Tail Number: N720CK
Aircraft Type: B727-200
Aircraft Damage/Encounter:
Aircraft Damage/Encounter: Yes
Aircraft System/Equipment Malfunction:
Aircraft System/Equipment Malfunction: Yes
Flight Crew Employee Information:
Primary Duties During Time of Event: Pilot
Flight Information:
Departure Airport, Runway and Gate: KLRD/LRD - 17R/35L - Customs

Flight Number: N720Ck

Scheduled Arrival Airport, Runway and Gate: KTCL/TCL - 04/22
- Terminal

Landing Airport, Runway and Gate: KTCL/TCL - 04/22 - Terminal

Narrative:

On January 28, 2019, I operated flight 720 with first Officer Mathew Sheflin and Flight Engineer Alix Clermont. The first two legs of the trip were uneventful. Our last leg of the trip was Laredo to Tuscaloosa. On final approach for runway 4 ILS, approximately 12 miles out I asked for flaps and landing checklist. After the gear came down we noticed that the landing gear warning light for the nose gear was illuminated red. A few seconds later the tower reported over the radio that it was shutting down services and turned off the lights. This required me to shift focus to reactivating the runway lights using the microphone. Around this time, I think I told the first Officer to recycle the gear, pulled the power back and put my hand on the lever, to make sure the handle was down. When I pulled back the power, the landing gear warning horn sounded for about 10 seconds. Then the landing gear warning horn stopped.

Although the warning light remained illuminated, based on the horn stopping and my previous experience with this warning system, I understood that to indicate that the nose gear was down. We continued the approach and landing. After the main gears touch down, I lowered the nose and realized the nose gear had not deployed. At that point, it was too late to attempt a go around.

Phase of Flight:

Flight Phase at Start of Event: Approach

Weather:

Meteorological Conditions: VMC

Weather Description: Clear winds 220/04

Cause

Aircraft System/Equipment Malfunction:

Aircraft System/Equipment Malfunction: Yes

CRM/TEM Skills:

Communication: Yes

Human Error:

Human Error: Yes

Narrative:

failure of unlocks in nose wheel, and crew communications, on my behalf..

Detection

How Event Detected:

Other Identification: All crew members saw light

Narrative:

When gear came down on final approach

When Event Detected:**In-Flight:** Yes**Reaction****Action Taken:****Company Report Filed:** Yes**Flight Crew:****Declared Emergency with ATC:** No**Narrative:**

Spoke with crew members on approach about micro switch..

Suggestions**Narrative:**

Confirming information on my part with crew members on action taken.

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Report generated Mon, 04 Feb 2019 11:24 Z

Flight Crew Analyst Incident Report 384

Overview:

Event ID: 249

Title: Mechanical Discrepancy - Flight

Employee:

User Name: msheflin

Salutation: Mr.

First Name: Mathew

Last Name: Sheflin

Employee Number: [REDACTED]

Job Title: First Officer

Organization: Kalitta Charters II

Employee Base: KYIP

FAA Certificate or Qualification Number: [REDACTED]

FAA Certificate or Qualification Type: Airline Transport Pilot

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Province: [REDACTED]

Zip Code: [REDACTED]

Country: United States

Email Address: [REDACTED]

Home Phone Number: [REDACTED]

Work Phone Number: [REDACTED]

Other Employees:

Employee Duty: Flight Engineer

Employee Number: [REDACTED]

First Name: Alix

Last Name: Clermont

Other Employees:

Employee Duty: Pilot Flying

Employee Number: [REDACTED]

First Name: Gregory

Last Name: Jones

Other Employees:

Employee Duty: Mechanic

Employee Number: [REDACTED]

First Name: [REDACTED]

Last Name: [REDACTED]

Processing:

Status: Open

ID: [REDACTED]**Date/Time When Event Occurred:** Tue, 29 Jan 2019 02:15 Z**Viewer Accessible:** Yes**Initial Notification Date/Time:** Tue, 29 Jan 2019 20:41 Z**Submission Date/Time:** Tue, 29 Jan 2019 23:05 Z**Source:** Web Submission**Form Name:** submission-form**Create both an ASAP and Incident report?:** No**Exclude this report from Scoreboard:** No**Event: 1****Baseline Risk Assessment**

Likelihood:	2 - Improbable
Severity:	4 - Hazardous
Risk Factor:	Yellow - Acceptable with Mitigation

Substitute Risk Assessment

Likelihood:
Severity:
Risk Factor:

Description**Aircraft Configuration:****Nickname:** 720**Tail Number:** N720CK**Aircraft Type:** B727-200**Aircraft Damage/Encounter:****Aircraft Damage/Encounter:** Yes**Aircraft System/Equipment Malfunction:****Aircraft System/Equipment Malfunction:** Yes**Flight Crew Employee Information:****Primary Duties During Time of Event:** Pilot Monitoring/Pilot Not Flying**Flight Information:****Departure Airport, Runway and Gate:** KLRD/LRD - 17R/35L**Flight Number:** KFS720**Scheduled Arrival Airport, Runway and Gate:** KTCL/TCL - 04/22**Landing Airport, Runway and Gate:** KTCL/TCL - 04/22**Narrative:**

My name is Mathew Todd Sheflin ([REDACTED]) and I work for Kalitta Charters II. I am currently assigned as a first officer on the Boeing 727-200. On January 29, 2019 I was acting as First Officer along with Captain Greg Jones ([REDACTED]) and Flight Engineer Alix Clermont ([REDACTED]) on a scheduled cargo flight from KLRD to KTCL. That day we also carried mechanic ([REDACTED]) ([REDACTED]). Our Callsign was

"Kalitta 720."

At 0020Z "Kalitta 720" departed KLRD from runway 36L with Captain Jones at the controls (PF) and myself as the (PNF/PM). The departure and our ascent to our assigned altitude was uneventful and routine. Our final assigned altitude was FL310. The cruise phase of the flight was uneventful and routine.

Prior to commencing our initial descent we attained AWOS information of Tuscaloosa regional (TCL). At the time of our initial descent we were in communications with Memphis Center. Memphis Center then handed over to Memphis Approach and then to Birmingham Approach (120.15). When contacting Birmingham Approach we inquired as which runway was in use and they informed us that RWY 22/4 were the landing runways. Birmingham Approach also informed us that the tower was to close in about 2 minutes. The winds were reported to be 220/04knots. Captain Jones (PF) elected to shoot a visual approach to RWY 4, using the localizer (109.1) to back him up. Once established on the localizer Captain Jones (PF) and myself gained visual contact with the runway and informed Birmingham Approach. Birmingham Approach then cleared us for the visual approach and cleared us to land. Birmingham Approach also instructed us to contact them upon landing. At this point the field had ceased operations and at that point the runway lights were turned off and I switched to the (TCL) CTAF frequency (126.3) in order to activate the Pilot Controlled Lighting. The aircraft was configured to flaps 15, and shortly after that Captain Jones (PF) called for "Gear Down."

Upon gear extension, the crew noticed that while both main gear indicated "green," the nose gear indicated "red." Captain Jones continued the approach to RWY 4 and called for flaps 25 then flaps 28. At that point, the Flight Engineer (FÉ) Alix Claremont advised Captain Greg Jones to cycle the gear to see if that would remedy the nose gear light. The Captain did not elect to cycle the landing gear. I then recommended a go-around. Captain Jones (PF) continued the approach stating that he had been advised by another crew that it was just a light issue. Again, I stated and recommended a go-around (that would allow us time to troubleshoot the nose gear light, and follow all required procedures). The Captain decided to continue the approach, and at this point we were on short final, slightly high. (FÉ) Alix Claremont and myself recommended we go-around. Captain Jones (PF) continued the approach.

Upon landing the aircraft touched down main gear first on centerline. As the aircraft began to decelerate the nose began to settle and continued through a point at which the nose usually rests. As the nose came through its normal nose down angle, it made contact with the runway and began to stop suddenly. The aircraft came to a complete stop with approximately 1,200 feet of runway remaining.

Phase of Flight:**Flight Phase at Start of Event:** Landing**Weather:****Meteorological Conditions:** VMC**Weather Description:** Night VMC; OVC 8,500; Visibility 10 miles;
Winds 200 @ 4kts**Cause****Aircraft System/Equipment Malfunction:****Aircraft System/Equipment Malfunction:** Yes**CRM/TEM Skills:****Communication:** Yes**Narrative:**

Landing gear malfunction followed by a failure to react correctly to a nose gear indication problem and not executing a go around to troubleshoot.

Detection**How Event Detected:****Sole Source/Individual:** Yes**Narrative:**

While selecting landing gear down and a visual approach to runway 4 at Tuscaloosa Regional airport (TCL).

When Event Detected:**In-Flight:** Yes**Reaction****Flight Crew:****Declared Emergency with ATC:** No**Suggestions****Narrative:**

Given the malfunction of the nose gear and the ensuing light, had the PIC chose to initiate a go-around and troubleshoot the problem up at altitude, I believe it would have allowed the crew to deal with the problem at hand and mitigate the risk factors involved.

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Report generated Mon, 04 Feb 2019 11:26 Z

Flight Crew Analyst Incident Report 385

Overview:

Event ID: 249

Title: Mechanical Discrepancy - Flight

ASRS:

Do you want to submit your report to NASA ASRS?: Yes

Employee:

User Name: Aclermont

Salutation: Mr.

First Name: Alix

Last Name: Clermont

Employee Number: [REDACTED]

Job Title: Support: Engineer

Organization: Kalitta Charters II

Employee Base: KYIP

FAA Certificate or Qualification Type: A&P Mechanic

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip Code: [REDACTED]

Country: United States

Email Address: [REDACTED]

Home Phone Number: [REDACTED]

Work Phone Number: [REDACTED]

Mobile Number: [REDACTED]

Other Employees:

Employee Duty: Pilot Flying

Employee Number: [REDACTED]

First Name: Greg

Last Name: Jones

Other Employees:

Employee Duty: Pilot

Employee Number: [REDACTED]

First Name: Mathew

Last Name: Sheflin

Other Employees:

Employee Duty: Mechanic

First Name: [REDACTED]

Last Name: [REDACTED]

Processing:

Status: Open

ID: [REDACTED]**Date/Time When Event Occurred:** Tue, 29 Jan 2019 02:05 Z**Viewer Accessible:** Yes**Initial Notification Date/Time:** Tue, 29 Jan 2019 23:53 Z**Submission Date/Time:** Wed, 30 Jan 2019 01:15 Z**Source:** Web Submission**Form Name:** submission-form**Create both an ASAP and Incident report?:** Yes**Exclude this report from Scoreboard:** No**Event: 1****Baseline Risk Assessment**

Likelihood:	2 - Improbable
Severity:	4 - Hazardous
Risk Factor:	Yellow - Acceptable with Mitigation

Substitute Risk Assessment

Likelihood:
Severity:
Risk Factor:

Description

<p>Aircraft Configuration:</p> <p>Nickname: 720</p> <p>Tail Number: N720CK</p> <p>Aircraft Type: B727-200</p> <p>Aircraft Damage/Encounter:</p> <p>Aircraft Damage/Encounter: Yes</p> <p>Aircraft System/Equipment Malfunction:</p> <p>Aircraft System/Equipment Malfunction: Yes</p> <p>Configuration Warning: Yes</p> <p>Airport Facility Issues:</p> <p>Airport Facility Issues: Yes</p> <p>Flight Crew Employee Information:</p> <p>Primary Duties During Time of Event: Flight Engineer</p> <p>Flight Information:</p> <p>Departure Airport, Runway and Gate: KLRD/LRD - 17R/35L</p> <p>Flight Number: KFS720</p> <p>Scheduled Arrival Airport, Runway and Gate: KTCL/TCL - 04/22</p> <p>Landing Airport, Runway and Gate: KTCL/TCL - 04/22</p> <p>Narrative:</p> <p>Uneventful flights KTCL-MMQT-KLRD. On note the third flight from KLRD-KTCL, on final approach, after putting the landing gear lever down, we noticed the nose gear red light indication was illuminated. Main gear indicated down and lock. Captain elected to continue the</p>
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approach. Twice, I suggested to cycle the gear and the First Officer suggested several times (3) to go around. Captain mentioned this airplane has a nose gear microswitch indication history. After turning up the intensity of the runway lights, he reached over to confirm the landing gear lever was fully down and pushed against the nose gear indicating light to see if it would extinguish. GPWS worked as advertised. When throttle positioning was pulled back, landing gear warning horn came on. Approach and landing continued with the eventual landing with the nose gear up

Phase of Flight:

Flight Phase at Start of Event: Approach

Weather:

Meteorological Conditions: VMC

Weather Description: Winds:220/4, scattered 8500, vis:10, temperature:12

Cause

Aircraft System/Equipment Malfunction:

Aircraft System/Equipment Malfunction: Yes

CRM/TEM Skills:

Communication: Yes

Detection

How Event Detected:

Sole Source/Individual: Yes

Other Identification: GPWS warning. Landing gear warning horn.

Narrative:

Became aware of nose gear issue on final into KTCL

When Event Detected:

In-Flight: Yes

Other When Event Detected: Final approach

Reaction

Flight Crew:

Aircraft Maintenance Logbook Write UP: Yes

Declared Emergency with ATC: No

Suggestions

Narrative:

More emphasis on crew resource management.

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Report generated Mon, 04 Feb 2019 11:26 Z