

N720CK statement of events FAA onsite inspector Kevin Alewine

On 01/29/19 I received an email from my FLM Rory Dunn to investigate an incident at KTCL Tuscaloosa Regional Airport involving N720CK. I then received a phone call from FLM Melvin Beasley of the Great Atlantic CMO and was ask to assist IIC Greg Lietke, POI for KIIA. I contacted inspector Lietke and we setup a plan for me to arrive Onsite at KTCL the following morning 01/30/19.

I arrived onsite at KTCL the morning of 01/30/19 and met with Mr. John Cain the onsite representative for KIIA, and Mr. Michael Zwark, the onboard mechanic during the inbound flight for N720CK. We then proceeded to the aircraft to inspect the damage caused by the nose gear up landing. Damage to the lower fuselage forward of the nose gear was significant including the area forward of the nose landing gear doors and the pressure bulkhead. I then called inspector Lietke to give my assessment of the severity of the damage.

After inspecting the damage to the lower fuselage of N720CK, I found a secure area to conduct the first interview with A&P mechanic Michael Zwark with inspector Lietke via phone conference. Below are my notes as stated by Michael Zwark, A&P # (Pending).

Mr. Zwark “ Myself, the F/O and F/E noticed the nose landing gear red unsafe light on after the gear handle was lowered, both main gear were showing green and the gear warning horn was going off. F/O and F/E ask captain to abort landing and Go Around and do a flyby to verify nose gear was down, captain proceeded to land aircraft. Crew said brace for impact, after stopping, crew shutdown engines and exited aircraft from the L1 door. Fire and Rescue arrived on site shortly afterwards. No one was injured”. End of statement.

Before heading to the hotel to conduct the remaining interviews, inspector Lietke requested I gain access to runway 4 and take measurements. The following measurement were taken with the assistance of Asst. Airfield Manager Chris Meggs. Runway 4 is approximately 6,499 ft long. The aircraft nose to ground impact was at the 4,659 ft mark, skidding for 1382 ft with 458 ft remaining from the nose of the aircraft to the end of runway 4. Start of aircraft skid impact Lat and Long (33° 13' 11" N / 87° 36' 33" W)

I also inspected the aircraft logbook and noted no previous logbook entries related to the landing gear system dated back to 01/21/19. Crew did make an entry for the incident on 01/29/19 on log page 003-4681 item 1.

The next 3 interviews were conducted at the crew's hotel in a vacant conference room with myself and IIC inspector Lietke via phone conference. The following interviews were conducted in order as follows: Flight Engineer Mr. Alix Clermont, First Office Mathew Sheflin, and Captain Greg Jones.

The following statement was taken during the interview of Flight Engineer Alix Clermont, certificate number [REDACTED]

Mr. Clermont, “ Start of my duty day was 0915 on 01/29/19, aircraft departed KTCL to MMQT Mexico, we were on the ground about 2 hours picking up 42 containers of car parts. We departed MMQT enroute to KLRD Laredo TX to clear customs, then onto KTCL. Mr. Clermont stated the # 3 engine fuel flow was the only deferred item. On arrival to KTCL Captain changed from runway 22 to runway 4. We were high on Decent. When the landing gear came down the mains were green and the nose was red, told captain nose gear unsafe, captain stated aircraft had previous nose gear indication issues, F/O ask captain to go around, captain kept descending, F/O again ask captain to go around, I ask the captain to cycle the landing gear. Captain was communicating trying to get the runway lights turned on, then the GPWS warning horn started sounding, captain continued with landing, captain stated “I got it”, Landing gear warning and GPWS warning going off, I then pulled the Landing gear warning circuit breaker because it was so loud in the cockpit, once aircraft stopped the fire T handles were pulled, turned off the battery and exited the aircraft from the L1 door. Cannot remember if Thrust Reversers were activated or not. End of statement.

The following statement was taken during the interview of First Officer Mathew Sheflin certificate number [REDACTED]

Mr. Sheflin, “Reported to KTCL for a 1015 departure to MMQT Mexico to pick up car parts, on ground about 2 to 3 hours then departed for KLRD Laredo TX to clear customs then onto KTCL. The # 3 engine fuel flow was deferred, no other maintenance issues. Approach was normal into KTCL cleared runway 4, captain choose runway 4, tower was closing at the time of arrival, winds 200@4kts. When gear handle selected down, 2 green mains and nose gear light red. All crew aware of red nose light. F/E wanted to cycle gear, I wanted to go around. Gear not cycled, captain elected to continue approach, captain informed crew it was just a light issue, gear warning horn on short final one to two miles out. I stated again to go around, captain did not respond to my request to go around. Slightly high and right on short final. Using Localizer to runway 4. Landing was rough and bouncing. Crew in shock once realized aircraft skidding, once stopped captain shut down engines, crew evacuated aircraft through L1 door, no call for check list, crew jumped out 5 to 6 feet drop, crew gathered off to the side of the aircraft, not injured, does not recall if Thrust Reversers activated. Thing he would have done differently, took control of aircraft and perform go around and follow procedures. End of statement.

The following statement was taken during the interview of Captain Greg Jones, certificate number [REDACTED]

Mr. Jones, “ Duty cycle, was on duty the 23rd , no flight till day of accident, duty day started at 0930 local, departure to MMQT at 1115 to 1120. Picked up 11,000 lbs of freight, loaded by MMQT staff, flight crew supervised loading of cargo, secured with straps. On ground only about 2 and a half hours, then onto KLRD to clear customs then to KTCL. # 3 engine fuel flow deferred. Flight normal out of LRD, 12 miles on final called for flaps and gear down, main gear down, nose gear light red. I asked the F/O to cycle the gear, gear not cycled. Tower shut off runway lights, I turned lights back on manually, both F/E and F/O ask me to go around. I smelled something on my side of the cockpit but did not notify other crew. Gear warning horn sounded for 10 seconds then went off, landing flaps @ 20 degrees, landing warning sounded on approach, I deployed the speed brakes to slow the aircraft, visual approach to runway 4, no localizer used, originally cleared to runway 22 but choose runway 4. Touch down normal, in the touch down zone, lowered nose slowly and realized nose not down and locked. Thinks he activated the thrust reversers on landing.

Captain “I was concerned by smell of possible fire and did not want to go around, I think there was 1000 to 1500 feet remaining on runway”. Captain stated they went through the shutdown procedures checklist, exited aircraft by jumping from the L1 door, no injuries. Crew did not declare emergency or call for fire / rescue, fire / rescue arrived after aircraft landed and sprayed foam around nose of aircraft.

Captain stated he would not do anything different, stated several times he smelled burning but did not notify other crew because he wanted the crew up front with him for the landing. Captain stated aircraft had previous nose gear issue 2 days prior to accident. A review of log book found no items written up related to the landing gear system.