

Joshua Lindberg

From: Vaughan, Brooks [REDACTED]
Sent: Tuesday, March 15, 2022 5:33 PM
To: Flickner, James [REDACTED] Lindberg Joshua
Subject: RE: NTSB Investigation - N8170J Super King Air, Gulfport MS

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Josh,
I can give you a call tomorrow morning to discuss.
-Chip

Respectfully

Brooks 'Chip' Vaughan

Aviation Safety Inspector, GA PMI
Federal Aviation Administration
Flight Standards District Office
AFG-600/SW31



From: Flickner, James [REDACTED]
Sent: Tuesday, March 15, 2022 10:26 AM
To: Lindberg Joshua [REDACTED]
Cc: Vaughan, Brooks [REDACTED]
Subject: RE: NTSB Investigation - N8170J Super King Air, Gulfport MS

Good morning Josh,
Chip Vaughan, [REDACTED], is the IIC for FAA on this accident. I am assisting.
I included Chip on this email for continuity.
The pilot information is correct.
The events of the accident are:
N8170J BE-200 Part 91
1 pilot, 4 pax, minor injuries
Aircraft on approach into Stennis (HAS).
Gear would not go down.
Passengers heard loud bang under floor panels.

Go around, tried to lower gear again, no change.
Declared emergency, diverted to Gulfport (GPT) for Tower and ARFF.
Attempted manual extension, jammed.
Landed gear up at GPT. Pilot/pax deplaned.
Small fire under rt. engine nacelle.

We have examined the aircraft.
As you can see from the photos, there is substantial damage to the rear of the aircraft.
We pulled the floor panels and did not find anything out of the ordinary.
The aircraft is on the ramp at GPT. We cannot examine further until the aircraft is lifted off the ground.

Respectfully,

Steve Flickner
Principal Avionics Inspector

Flight Standards Office
AFG-600/SW31

Jackson, MS 39208



We value your input. Please click this [link](#) to send feedback.

WARNING: This record MAY contain Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know," except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. Government agencies, public disclosure is governed by 5 USC 552 and 49 CFR parts 15 and 1520.

From: Lindberg Joshua [REDACTED]
Sent: Monday, March 14, 2022 5:19 PM
To: Flickner, James [REDACTED]
Subject: NTSB Investigation - N8170J Super King Air, Gulfport MS

Hi Steve,

I will be the IIC for this one. I only have the information provided below so I'm hoping you can provide some additional details. Have you been able to examine the airplane yet?

Pilot: [REDACTED]

Info: Landing gear would not extend. Pilot attempted emergency gear extension, would not come down as if something was jammed. Pax in airplane heard a loud "pop" during operations of the gear system. Substantial damage to empennage/fuselage. Small fire under right engine after accident. Pilot, 4 Pax, no injuries.

Thanks for all your help

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board



CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.