

DAMIAN ROW

• Day started in KPUB. All morning checks were normal (Acceptance Run-up) and normal departure. Started on V389, then received vectors for Colorado Springs Approach. Flight was normal, told to intercept 354 localizer. As we came down, Flaps put to 17° and started slowing outside Dymon. FO Millington called "Gear Down, Landing Checks, Props full Forward." Gear was selected down, props were moved full forward. When gear came down, there was a "NOSE, RH, and L" indication for gear. All training tells us that ^{indication} is 3 down and locked gear. In transit lights stayed on and gear motor continued to run for approximately 16 seconds. The Gear Motor Relay CB then popped. I confirmed still 3 Green with the FO (PF). Final Checks were run, 3 green verified again. Upon landing, speed looked good and nice touchdown by FO Millington. Right Gear was first, then the others came down. We rolled for what felt like a few seconds, felt a "wobble", then left gear collapsed. FO Millington did an outstanding job keeping plane on Runway. ON the Rollout I called Tower and let them know we had an emergency.

and to roll the trucks. ~~I~~^{ES} then performed
the GA securing pt. On the rollout
I also cut ^{fuel} power to the engines
and feathered the props. When the
plane came to a stop I secured
the cockpit. The FO then checked
to make sure everyone was ok, they
all said they were. We noticed no leaks
and no fire, so we decided to keep
passengers in the plane and wait
for emergency services. When EMS
arrived, I confirmed no leaks, they agreed.
I told them all 9 ~~pass~~^{pass} passengers
were ok and we would need a
Bus for the passengers. When a bus
arrived, we offloaded passengers through Emergency
Exit GA, because no debris and wing was
lower, made easier for egress. CVR was pulled
during Emergency Evacuation checklist. Maintenance
Control instructed me to pull FDR circuit
breaker.


05/17/2011