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Cell- [REDACTED]
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F.O.

PILOT
FLYING

- At ~~0500~~ ⁰⁵⁴⁰, we arrived at the airport, got normal dispatch release and started normal preflight inspection.
- At 0550 I walked out to the airplane and did a security sweep and walk around. Everything pertaining to both security sweep and walk around was normal. No abnormalities were found and everything looked and appeared operational.
- At 0557 (approx) we called boarding passengers and everything seemed to be normal. The only thing different was one Px needed a wheelchair at DEN.
- After everyone was seated I gave a passenger brief describing time enroute, wx, emergency exits and seatbelts.
- ~~At approx 0600 we called ground for a clearance and routing.~~
- We did a run up at 0600 checking systems of the aircraft.
- At approx 0605 we called ^(PUB) ground for a clearance and routing and taxid to 35 at PUB.
- At 0607^(P) we were cleared for t/o and flew 020 out of PUB.
- Everything was normal for all phases of flight.

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- Approx 50 NM out we received a vector heading of 320° to intercept the 35L LOC.
- We had a visual approach about 25 NM out but I followed the ILS until about 5 NM.
- We were told to maintain at least 170 kts until about 6.9 NM out.
- At 10 NM I called for a setting of flap 17° and began slowing to approx 170 kts.
- At about ~~50~~ 5 NM from 35L I called gear down, landing checks props full forward.
- All previous checklist had been run and everything was normal.
- When gear was pulled down we had a 3 green indication indicating that all gear was down and in its locked position.
- We received a gear transit light on the gear handle.
- And the left H of the 3 green indication was extinguished.
- After discussing the lights with the captain we decided that since the green lights have backup systems that all gear were down & locked.
- The captain then made a visual inspection as well.
- We trouble shot that there may have been a hydraulic ~~not~~ fluid block ~~or~~ a ~~drage~~ ~~brace~~ ~~or~~ ~~drage~~ ~~brace~~.

(3)

- We had approach speed of 120 kts.
- While coming in we maintained approach speed and about 5 ft. above the ground retarded the power and began to flare.
- ~~It~~ It was a smooth touchdown touching the (2) main then (1) then the nose.
- We rolled for about 3-5 seconds and at around 95-100 kts we felt a slight shudder then the left main collapsed.
- We kept the aircraft as straight as possible on center line but then began to pull left.
- My Lt. began ~~strutting~~ feathering the prop & cutting the fuel supply.
- The aircraft came to a complete stop about 6,000 ft. down the runway.
- We then called tower and told them what happened & they rolled the trucks.
- Damian ran the QRH ✓ list and I helped.
- After all check list we talked w/ the passengers to make sure everyone was OK.
- No injuries or passenger problems were found.
- Then trucks came and discussed situation with everyone out here.

Scott Millington



5/17/11