

Supplemental - Sgt. Michael Westcott

At about 1:00 PM 1 September 2013 I began responding to the Telluride Airport. Telluride Fire had been paged to be on standby for an aircraft with a possible landing gear issue. Deps. Rector and Covault also responded, and arrived before I did.

At about 1:09 PM Dep. Covault radioed that a commercial aircraft had just touched down, the left landing gear collapsed, and the aircraft had skidded to a stop on the runway, no smoke or fire visible. Both airport fire engines were on scene with the aircraft. Very shortly thereafter he radioed that passengers were visible walking around on the runway.

I arrived shortly after that. It appeared the passengers were walking along the runway towards us. It was raining and I had dispatch request permission from the FBO to drive onto the runway so we could give them a ride. They granted that and all three of us picked up passengers and gave them a ride to the terminal. There were a total of 10, and none claimed any injuries.

I drove back out to the aircraft, which was sitting in the center of the runway. It was a Great Lakes Airlines aircraft. The left wing was resting on the runway. Two of the four propeller blades on the left engine appeared to be completely sheared off at the hub. The other two were damaged.

The two pilots were there and I was told by one of them that he (or the airline, I was not clear which) had similar issues with another aircraft very recently, in which a landing gear light indicated the gear was not locked down, but they had landed without incident. He thought this was the same issue, as it presented the same way, and when he had attempted to use the manual gear lowering control, there was a lot of hydraulic pressure and he could hardly move the lever, so he thought the gear must be locked. He said when they were flying he could see the gear was physically down, but was unsure if it was locked because of the indicator light. He said this particular aircraft just came out of maintenance recently.

I arranged for Dep. Rector to give them a ride to the terminal as well.

I took a number of digital photos of the aircraft. I drove back down the runway to the spot where the left propeller had first begun striking the runway. This spot was, according to my vehicle odometer, about .4 miles from the aircraft. This spot was characterized by parallel grooves and smears of yellow material on the runway surface, apparently from the propeller strikes, as well as a debris field on both sides of the runway consisting of many bits and pieces of what appeared to be yellowish fiberglass material similar to the material I observed in the two damaged propellers left on the left engine. I took some photos of this area as well.

All photos were placed on a CD and will be available to the NTSB investigators if they wish (SMSO item #22655).

Deputies remained on scene for security until about 4:15 PM, when the airport administrator released them.