



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region – {City, State}

Record of Conversation

Person Interviewed: Scott Duncan Millington, first officer

Date: June 1, 2011

Subject: – CEN11IA341

I along with the Airworthiness Group Chairman, Clint Crookshanks, conducted an interview with Captain Bow. Heather Halverson– Great Lakes Airlines, Director of Safety and Erin Bowers – Great Lakes Aviation, Chief Pilot, were also present.

First Officer Millington said that he had just completed his initial training with Great lakes and took his final check ride on March 28, 2011. He held a commercial airplane rating for airplane single and multi-engine land, and instrument airplane. He was also a CFI/ CFII and reported a total flight time of 980 hours; of which, 90 hours were in the B1900.

FO Millington lives in Dallas and commutes to DEN. He said they arrived in Pueblo on May 16th about 7 pm, and had a “show time” of 0530 – 0545 the following morning for a 0610 departure. Captain Bow and he reviewed paper work, and then he performed a pre flight of the airplane. Everything was normal. FO Millington greeted the passengers, gave them a brief, then locked the door and went back to the cockpit.

They departed runway 35 and the flight to DEN was normal. Since FO Millington was the pilot flying, he called for the landing checks to be done about 7 miles out from DEN. As the gear was extended, all three green landing gear down light illuminated except for the H on the left gear down annunciator. Since the L was on, it was his understanding the gear was down and locked even though the red gear in-transit light stayed on.

FO Millington said he touched down on the centerline, rolled for 2-3 seconds, felt a wobble, and the then left main gear collapsed. While rolling down the runway, the captain feathered the props and shut the fuel off to the engines. Once they came to a complete stop, the captain ran the QRH checklist, which instructed them to check for any fuel or fluids around the airplane. Since there was none, they waited for ARFF before the passengers deplaned.

FO Millington said that he reviewed gear situations in both ground and flight training. He learned that if any of the three, landing gear down annunciator lights were green, then the gear should be down and locked. It overrides all other gear unsafe indications.

FO Millington also said that the gear horn came on pretty low to ground, as he was pulling the throttle back in the landing flare. He didn't think to go-around when it came on.

He did not remember hearing the gear relay circuit breaker pop, but did know that the breaker will pop if the motor runs for more than 16 seconds.

Leah D. Yeager
National Transportation Safety Board
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