



## NATIONAL TRANSPORTATION SAFETY BOARD

Central Region – Arlington, TX

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### Record of Conversation

**Person Interviewed: Captain Damien E. Bow**

**Date: June 1, 2011**

**Subject: – CEN11IA347**

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.

Captain Bow reported that he was hired by Great Lakes Aviation on January 15, 2008, and upgraded to Captain in January 2009. He has only flown the B1900 for the company, and had accrued a total of approximately 3,200 hours; of which approximately 1,650 hours were as pilot in command in the B1900 and approximately 1,112 hours as second in command. Captain Bow holds ratings for ATP/ multi-engine, commercial/single-engine, CFI and CFII. He has no type ratings.

Captain Bow said that he had flown with first officer Mulligan earlier in the month, and a normal flight schedule was usually 10-12 days off a month. He lives in Denver where all of the Great Lakes trips originate, so he does not commute.

Captain Bow said that they stayed overnight in Pueblo and had an early morning “showtime” for an early departure to DEN. When they arrived that morning, he prepared paperwork and reviewed the flight plan. Everything was normal. He then went to the airplane, and conducted a preflight. Again, everything was normal.

They passengers were boarded, followed by a normal engine start, taxi, run up, and departure from runway 35. The captain said they were turned north on victor airway, then vectored to 35L at DEN. The flight was normal.

While on approach to DEN, the first officer called for the landing gear to be extended. Captain Bow placed the gear handle in the down position and waited for all three landing gear down-and-locked annunciator lights to illuminate green. However, only the “NOSE”, “RH”, and “L” illuminated. The “H” light for the left gear did not illuminate. Due to the redundancy built into the annunciator lights, he was confident that even though the “H” light was not illuminated; the fact that the “L” was, indicated that the gear was down and locked. He also noted that the landing gear in-transit light stayed on

and the gear motor continued to run for approximately 16 seconds before the gear-motor relay circuit breaker popped. Captain Bow said he confirmed several times that all three gear down annunciator lights were illuminated prior to landing.

Just before touchdown, the gear unsafe warning horn sounded. The captain said he was not concerned with the horn since all three landing gear down annunciators were illuminated. Plus, he also visually looked out the window and saw what appeared to be a down and locked gear. Captain Bow said they landed on all 3 wheels, then the airplane wobbled side-to-side and the left main gear collapsed. When this happened, the first officer kept the airplane on the runway, and he called the tower to declare an emergency. He also cut fuel and power, secured the cockpit, and made sure the passengers were ok. He then confirmed that there was no fuel spill or fire and kept the passengers on the plane until ARFF arrived. The passengers then exited from the left over-wing exit and were bused to the terminal.

Captain Bow said that even though there were additional gear unsafe warnings, he did not think he needed to go-around or use the Quick Reference Handbook (QRH) because his training told him that if all three gear down annunciators were illuminated, the gear was down and locked. He also reported that he had two recent experiences in flight that involved gear unsafe issues. About 3 weeks prior to this incident, he had completed a maintenance check flight. When he extended the gear, the in-transit light would stay on and when power was reduced, the horn went off. He was informed by maintenance personnel that it was a wiring problem. On another maintenance check flight, he said the in-transit light remained on shortly after takeoff when he tried to retract the gear and the gear would not retract. He returned to the airport and made an uneventful landing.

Leah D. Yeager

National Transportation Safety Board

Sr. Air Safety Investigator