

Flight 3546 departed Fairbanks about 8:55 a.m. on a usual morning, clear weather and a student school team and their advisor (with baby) on board. We flew to Galena VFR, 240 miles and about 90 minutes away, planning to land RWY 26. When about 15 miles east of Galena I moved the gear selector to the Down position, nothing happened, no apparent change in sound or in movement of aircraft or in gear lights, no automatic return to down neutral. I brought the handle back up, and returned the handle to the neutral position, and then repeated the cycle to get the gear to come down. Again, nothing happened. So I scanned the circuit breakers, everything was in, and then followed the checklist to pump the gear down. After opening the cover, I extended the pump handle and pumped 70 strokes. If anything, stroke 50 was easier than stroke 1, but none of them had any force behind them and were more like a baby's amusement switch, flipping back and forth but nothing happening, much like the lack of force on the primary gear selector. So I announced to Galena traffic that we were circling overhead, and called Fairbanks MX which I knew would pick up immediately, told them the situation, and asked if they'd prefer that I "blow" the pneumatic backups in Galena or Fairbanks -- my preference was Fairbanks and that was their consensus as well.

With VFR flight following we flew for approximately 75 minutes back toward Fairbanks, where I could communicate with Evan (our D.O.) and MX via the handheld on 130.5. Following the checklist, I pulled the rings to discharge the bottles to lower the gear, loud noise, and we could feel a gear drop, and only the left green gear light came on. I pulled the red ring for the nose gear, and it came down with the green gear light illuminated, and the red in-transit light was on. We did a fly-by of the control tower over 02R, and Tower said our right gear door was open, but the gear appeared to still be up. We then went SE to the practice area, climbed up to 5,000', did -Gs trying to "kick" out the right gear while again pumping the non-responsive emergency pump handle and with the gear selector in the Down position. Nothing positive came of that, aside from the knowledge we tried everything we could think of. I returned the Gear selector handle to the Down neutral position, we secured all hand-carried items behind the back net and put coats around the baby (on her mother's lap), briefed the pax and followed the emergency checklist. We lined up to touch down on the left side of 02L, and with landing assured I feathered both props and shut off the engines. Moments later we smoothly touched down on the left main and nose wheel, the right wing touching down a few seconds after that. I could feel the airplane pulling to the right, but shoved the left rudder as hard as it would go and maintained directional control until we skidded to a stop, right of the crown of the runway, but still on the runway and oriented in the proper direction. I think that's when I shut off the master, and looked back at the passengers, checking to see that they were all ok. No injuries, and the baby and mom were actually smiling, students relieved to be on the ground ok, aircraft intact with some scrapes and no damage to the runway. Met by firemen and two ambulances.