

Our flight originated in KEWR with KDEN as our destination. It was a nice evening in Denver while landing on 17R around 19:05L. The conditions were VFR with winds out of the southeast at 12kts, good visibility and high clouds. The FO was the flying pilot, so I completed the landing checklist when called and confirmed gear down and flaps 30, green light. The FO made a nice soft landing on the runway centerline and approximately 3 seconds after touchdown we heard a noise and felt a pull to the left. Our first thought was blown tires on the left landing gear, but after coming to a complete stop we were able to determine that our left main landing gear collapsed. I told the passengers on the PA to remain seated, then called ATC for the fire trucks to be dispatched (not sure if I declared an emergency). I then contacted the lead flight attendant to see if she was able to identify any indication of fire and her response was smoke, but no fire which was confirmed by our no fire indication in the cockpit. I order the lead flight attendant hold off on an evacuation of the aircraft and asked our United pilot jump seater on board to go back in the cabin to confirm. He returned and reported no fire and only white smoke. Since there is no gear collapse checklist, I reached for the QRC and started with the rejected take off checklist. My thought process was even though it was the wrong phase of flight, this checklist would give me a guide to start shutting down the engines and it would eventually lead me to the evacuation checklist if necessary. I shut down the number 1 engine, started the APU and then shut down the number 2 engine. During the entire time the gear warning horn was sounding, and a red left gear light was illuminated. The FO went to the Partial or ALL GEAR UP landing QRH procedure and found the circuit breaker location to disarm the horn. By this point the fire trucks were surrounding us and confirmed there was no fire. The FO and I looked around the cockpit to determine which system should be turned off. We pulled left fire handle to shut off fuel to the engine, turned off the fuel pumps except one left pump for APU and shut off the electric hydraulic pumps. After everything was completed and we were waiting for the air stairs and buses to deplane the passengers, I asked the FO to continue communication with ATC and the fire department. I went back to the cabin and walk down the entire aisle to speak with the passengers and assure them we were safe and would be bused to the main concourse. Since the airplane skidded slowly to a stop just slightly left of centerline, we had no complaints of passenger injuries and most were in good spirits. Around 45 minutes after landing the passengers safely exited the aircraft with the use of air stairs and buses.

This pilot statement was provided by Captain Peter J. Gosch, Certificate#: [REDACTED].