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Statement from John Masters on King Air N945WS on March 12th 2019.

On the morning of March 12, I checked weather & filed a IFR flight plan from Rostraver (FWQ) to Capital City (CXY) for a flight departing around 8:00 AM. Ralph Beatty was flying as co-pilot. The flight went well with the landing gear retracting on take-off and lowering on landing as normal.

On the return flight from CXY the landing gear retracted normally with no indication of problem. On approach at FWQ I lowered the landing gear handle and heard a crunching noise and noted no green gear lights. Three unlit indicators. I asked Ralph to circle until I could review the emergency gear extension procedures in the Aircraft Flight Manual. After reviewing the procedure, I tried to pump down the landing gear. The gear appeared to be jammed. I tried to engage the emergency pump handle three times with no success. I asked Ralph to try while I flew the airplane. He tried a number of times with no success. After discussing the emergency equipment at Rostraver we decided to go to Latrobe (LBE) where there is a tower & emergency equipment.

I flew by the tower & asked if the landing gear was down. Latrobe tower said that the three landing gear appeared to be down, but could I fly by again for them to check it again. I flew by the tower again and they said it appeared to be down. They said I was cleared to land. I briefed the passengers to fasten their seat belts & be prepared for possible hard landing.

I made an approach to runway 24 with full flaps. Ralph asked if I wanted the engines shut down on touch-down. I told him if the gear starts to give way to shut both condition levers off. The touch-down was normal, but the left main gear failed followed by the right main gear. Ralph shut down both engines as the gear failed. The aircraft slid to a smooth stop on the center-line of the runway. The passengers and crew exited the aircraft with no injury.

Before the flight, 7:00 AM, March 12, Dennis Handley (IA that does maintenance on N945WS). Told me that all required maintenance was completed & he had preflighted the aircraft. He also gave me a status sheet with the next required maintenance.