

Statement Concerning Aircraft Incident KLEX  
December 15, 2022

N3844C  
1977 C310R  
SN# 310R-1238

At approximately 2:20PM Eastern DST while completing the RNAV 22 approach I lowered the gear for landing at 125 indicated. The nose gear light illuminated however the two main gear down and locked did not illuminate. I recycled the gear and all 3 lights remained extinguished and there was no movement of the gear which was confirmed in the mirror on the engine nacelle. I told the tower I was executing a missed approach and flew the runway heading. When asked my intentions I asked for an area I could work on to manually lower the gear. While going through the procedure to manually lower the gear it did not feel that the mechanism was engaging correctly to lower the gear. I continued to crank until it would not turn. With the gear down lights not working I could not verify that the gear was down and locked but could see that the nose gear was extended in the mirror. I declared an emergency and requested the ARFF equipment to standby for our approach and landing. I used full flaps with no warning horn indicating that the gear was not extended. I also confirmed that the nose gear was extended in engine nacelle mirror. On short final the tower advised the gear appeared down. I slowed a stable approach speed and had a soft touchdown. While rolling out the right main gear collapsed with the left main gear folding. As the aircraft slowed rudder authority was lost and the aircraft drifted right of centerline and stopped on the runway. I pulled the mixture controls to idle cutoff and eventually turned the magneto switches, alternator, and battery switches off. After my wife and I exited the aircraft through the passenger door we talked with first responders and they confirmed no injuries.

This statement is the facts to my best recollection of events leading to this incident.

Step [REDACTED] as  
ATP [REDACTED]