



GREAT LAKES AVIATION INFORMATION REPORT

Date of Occurrence 9/1/13	Flight # (If Applicable) 7125	A/C (If Applicable) 169	Location of Occurrence: tex	
Submitted by: Name & employee #: [redacted] Allison Branson		Contact Phone Number	Close Date	
Email Address: [redacted]		[redacted]		
-- FOR OFFICE USE ONLY --				
Date of Initial Entry:		Control #:		
<input type="checkbox"/> Maintenance	<input type="checkbox"/> Flight Operations	<input type="checkbox"/> Stations	<input type="checkbox"/> Appropriate Mgmt	

Instructions:

Prepare the information report within the same work shift on which the situation occurs. All reports should be faxed to the Director of Safety at [redacted] or e-mail to [redacted]. Incidents involving security issues should also be sent to [redacted] or [redacted]. The report will be disseminated to the appropriate department(s) via email and responded to promptly. To expedite the process please include your email address. For all s

Detailed Explanation of the Situation:

7125 called in stating they could not verify the proper functioning of their landing gear. Karen Hawkins manned the radio and talked with Dispatch. I kept the passengers in the secure TSA area, called our station manager and advised the FBO that our plane would be landing with a landing gear issue. Anne Joens and I watched the plane land, to me it initially was level and stable and then the left wing dipped toward the runway. The plane landed oriented in the direction it initially landed and in the middle of the run. The FBO followed the plane down the runway with two emergency vehicles and suited up in case of fire. There were no visible sparks when the plane was visible and no fire noted as I followed the plane and the emergency vehicles slowly down the runway in our electric cart. When I reached the plane the pilots and all passengers had exited through the right emergency exit over the wing and were standing well away from the plane. They were taking pictures with their cell phones but desisted when requested to. When asked verbally all stated they were not injured. I had them put their personal items on the cart and escorted them back down the runway towards the terminal (it was raining). When we were about two-thirds of the way down the runway three vehicles from the San Miguel Sheriff's Office came down the runway and gave all but one passenger a ride to the terminal. One passenger preferred to walk. Then an airport vehicle picked up the last passenger and I returned to the plane. I asked the FBO if I could approach the aircraft as it was not on fire and they did not believe there was a fuel leak at that time. It was determined we could not offload the passenger's bags until the NTSB viewed the scene. I took some pictures and made sure the PIC and FO were not injured. At that point the FBO noticed a very small fuel leak so I returned to the terminal with the passenger's personal items and several of the crew's items. Our station manager arrived and took control of the situation.

We then reaccommodated the outgoing passengers, eight were sent to Cortez for 7267, three elected to drive themselves to Grand Junction and one woman, who lives in Telluride, elected to reaccommodate herself.
