

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 #: Email Address:	Karen Hawkins		Contact Phone Number	Close Date
	FC	R OFFICE USE ONLY		
Date of Initial Entry:		Control #:		
□Maintenance	□Flight Opera	tions	□Stations	□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 a structure or e-mail to or e-mail to or e-mail to or e-mail to the line of 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:

At approximately 12:30 7125 called in range. The captain stated that they were 12 minutes out Alpha 1. The captain indicated that the landing gear failed and they were running checks. Said they would call back. 7125 called back and asked me to get dispatch on the phone. I called dispatch and talked to Ron. Relayed to dispatch the information regarding the landing gear issue from the captain. Ron got someone from maintenance control on speaker phone. Relayed additional information from the captain regarding the unsafe condition of the landing gear to maintenance and dispatch. Dispatch asked if the captain would consider gong to FMN. The captain asked for a fuel burn. Dispatch stated the fuel burn of 248. Captain said he thought it was low with landing gear down. Dispatch then gave him burn of 350. 7125 captain then said he was landing in TEX. Dispatch asked me to verify with 7125 that they pumped the gear. 7125 verified that they did. Captain then stated again that they were landing in TEX and expected it to be a non-event. The captain stated that fire, crash and rescue were standing by. I stayed on line with dispatch until my co-worker confirmed that 7125 was on the ground. Dispatch said I could hang up as they needed to complete paperwork on their end.



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Date of Occurrence 9/1/13	Flight # (If Applicable) 7125	A/C (If Applicable) 169	Location of Occurrence: tex	
Submitted by: Name & employee #: Email Address:	Allison B	ransm	Contact Phone Number	Close Date
	FO	R OFFICE USE ONLY		
Date of Initial Entry:		Control #	4	
Maintenance	□Flight Opera	tions	□Stations	□Appropriate Mgmt

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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 slowlyl 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 peronal 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.



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Date of Occurrence 9/01/13	Flight # (If Applicable) 7125	A/C (If Applicable) 169	Location of Occurrence: tex	
Submitted by: Name & employee #: Email Address:	ANDREA AHERN		Contact Phone Number	Close Date
	FC	R OFFICE USE ONLY		
Date of Initial Entry:		Control #		
□Maintenance	□Flight Opera	tions	□Stations	□Appropriate Mgmt

Instructions:

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faxed to the Director of Safety at or e-mail to	Incidents
involving security issues should also be sent to	The report
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process please include your email address. For all s	A PROVIDENT DE CONSONTOR CONSERVES

Detailed Explanation of the Situation:

ZK 7125 called in range. I took the bags on the electric tug outside. I stayed outside with the bags until my co worker notified me that the aircraft was having troubles with the landing gear. I took the bags back inside and returned outside. I watched as the plane approached runway 9. The aircraft landed with all the landing gear down. Half way down the runway the left wheel appeared to collapse. The aircraft tilted to the left as it came to a stop at the end of the runway. I ran inside to tell my co worker that the plane was on the ground and I did not see smoke or flames. She was on the phone with dispatch. The fire trucks were on sight and there were 3 sheriffs on the ramp as well. I communicated with my co worker what I had seen. I returned outside and at that point I saw the what looked like the pilots and passengers were deplaning. The aircraft was at the end of the runway and I did not go on the runway nor did not see the plane up close.