

On 01-24-2015, I Helmut E. Sorensen was the PIC and PF (Pilot Flying) on N701DB. The aircraft departed KBUR at 06:42 Zulu for KLAS. This was the second leg of the day. After the aircraft rotated and established a positive climb the copilot called "Positive Rate", I responded with "Gear-Up". As soon as my copilot selected the gear lever to the up position we received an audible configuration horn. I then observed we were climbing through 400' and called "Flaps-Up", my copilot raised the flaps from 20 degrees to zero and upon reaching flaps zero the horn stopped. We landed at KLAS and I wrote the discrepancy up on our company FW-01 and advised my company via email when I turned in my completed FW-01 prior to duty off.

The aircraft (N701DB) was taken into maintenance by Gamma Las Vegas for repair and released back to service.

On 01-27-2015, I Helmut E. Sorensen was the PIC and NFP (Non Flying Pilot) on N701DB. The aircraft departed KLAS at 04:32 Zulu for KBUR. This was the first and only leg of the day. After the aircraft rotated and established a positive climb I called "Positive Rate", and the PF responded with "Gear-Up". As soon as I selected the gear lever to the up position we received an audible configuration horn. I called 400' and the PF called "Flaps-Up", my copilot raised the flaps from 20 degrees to zero and upon reaching flaps zero the horn stopped. We landed at KBUR and I wrote the discrepancy up on our company FW-01 and advised my company via email when I turned in my completed FW-01 prior to duty off.

The aircraft was issued a Ferry Permit to reposition to KVNY for maintenance. Gear was pinned in the down and locked position per Ferry Flight Permit operational guidance.

The work was performed by Western Jet Van Nuys maintenance facility and returned to service.

On 02-03-2015, I Helmut E. Sorensen was the PIC and PF on N701DB.

The aircraft departed KVMY at 20:19 Zulu for KLAS. This was the first leg of the day. After the aircraft rotated and established a positive climb the copilot called "Positive Rate", I responded with "Gear-Up". As soon as my copilot selected the gear lever to the up position we received an audible configuration horn. I then observed we were climbing through 400' and called "Flaps-Up", my copilot raised the flaps from 20 degrees to zero and upon reaching flaps zero the horn stopped momentarily and then came back on for maybe two seconds. We landed at KLAS and I wrote up the discrepancy in addition to an IRS #2 Fault Fail and VOR #2 Fail Intermittent on our company FW-01 and advised my company via phone call and email when I turned in my completed FW-01 prior to duty off.

A briefing on the discrepancies with Gulfstream Tech Ops and myself took place the afternoon local time on 02-03-2015.

The aircraft (N701DB) was then taken into maintenance by Gulfstream Las Vegas maintenance facility and returned to service.