

Eagle Colorado Airport (KEGE).

On Saturday February 7, 2015 at approximately 21:30 local time (06:30 Zulu), I Maurice Gomez (SIC) on Gulfstream IV N701DB.

Pilot in command (PIC) started the engines and called for the after start check list. PIC performed a flight control check and all control forces normally worked. Once taxi clearance was given we taxied from the FBO Vail Valley Jet Center ramp via taxiway "A-3" to join taxiway "A" for holding position runway 25.

A take off brief was given and the taxi checklist was performed and trim was set at 10 degrees nose up. When take off clearance was given we performed a line up checklist and PIC lined up aircraft in position on runway 25. PIC advanced the throttle thru 1.25 EPR and engaged the auto-throttles, released the brakes and began the takeoff roll. At approximately 70-80 kts We (Crew) heard an audible 3 bong warning and saw the red master caution warning light illuminate. PIC immediately called the abort and pulled the throttles to idle. A light amount of breaking pressure was applied. PIC let aircraft roll to the end of the runway and exited at "A-6". Me (SIC) and PIC discussed possible causes for the audible warning and warning caution light, and both agreed that we did not see any CAS (EICAS) message to help us determine the probable cause. Me (SIC) pulled up the exceedance page and we both agreed there was no exceedance recorded. PIC asked me (SIC) to check the circuit breakers in the cockpit. Our (Crew) inspection did not reveal any tripped circuit breakers. We then discussed what I thought may have been the cause and PIC suggested that perhaps we had an LP exceedance. After finding no abnormalities we elected to return for another takeoff attempt (Breaks temperatures were normal) PIC briefed me that He would set the takeoff power manually. We performed another lineup checklist and I (SIC) verified nose trim was at 10 degrees nose up. We were cleared for takeoff. PIC lined up the airplane on runway 25 and firmly held the brakes while He advanced the throttles to takeoff thrust, I (SIC) verified that takeoff power was set and PIC released the brakes. We accelerated through 70-80 kts when again we had the 3 bong and master caution warning, I look at EICAS and saw no message we only had audible warning. We were going through V1 and then at Vr, PIC attempted to rotate aircraft but as he pulled back on the flight controls the airplane did not respond to yoke input. PIC moved the yoke forward and then back further aft and still had the same result. I (SIC) believe he told me that he had no flight controls and began the abort. PIC pulled the throttles to idle and applied maximum braking and then full revers thrust, I (SIC) deployed speed brakes and went for full flap in an attempt to create more drag to stop the aircraft inside the runway boundaries. Once aircraft was at a slow speed we advised tower of our rejected takeoff and proceeded to exit runway to "A-7" and brought the plane to a stop on taxiway "A" facing east and shut down down both engines. PIC commanded me (SIC) to advised the tower to roll the emergency trucks and personnel. we were advised by the firemen via VHF that there was smoke on the right main landing gear. We then contact FBO and organize a tug to tow us, shortly after firemen stated that we had a fire on the right main landing gear and to evacuate the aircraft. We (Crew) jumped out of our seats and PIC instructed passengers to evacuate the aircraft, I (SIC) deselected APU bleed air off cleared and opened the main cabin door. Once the passengers were off the airplane we (Crew) performed a visual inspection inside the cabin and count passengers to make sure everybody was out. We then exited the aircraft and proceeded to a secure location behind fire trucks. The passengers were escorted to a waiting van and were taken back to the FBO. PIC and myself were instructed by incident commander to sit in his truck while they initiated fire suppression. After aircraft was secured the aircraft was tugged to Vail Jet Center hangar.

Crew performed an inspection to make sure everything was off inside the cockpit and locked the main door.