

To Whom it May Concern,

On November 14, 2025 at about 10:12 AM EST we departed in N711FA from KEYW for KOZS, with a fuel stop planned at KBCR. I was seated in the front left seat and was a student receiving instruction for my CMEL add-on rating during this flight.

Once we had visual with KBCR we cancelled IFR and proceeded VFR to the field. Once we had reached pattern altitude the landing gear was lowered. The landing gear felt as if it had lowered, and we heard it; however upon reviewing our gear indicator lights we saw an amber in-transition light, and no green down-and-locked lights.

Mr. [REDACTED], my instructor, called up on Unicom to see if anyone was attending the field, and we got no response. From there via his cell phone he called the airport attendant who confirmed to him that today the airport was unattended. With this information we diverted to KDHN, as they are towered and have on field crash fire rescue units.

We contacted the tower at KDHN, declared an emergency and described the nature of it. From there the tower granted us a low-approach so that they may conduct a visual landing gear inspection for us. The tower informed us that the nose & right gear appeared down; however the left gear was still up. We requested some airspace from the tower and informed them that we are going to troubleshoot the problem.

By following the emergency checklist, we performed the emergency landing gear extension procedure; the procedure did not work and we did not have an indication of 3 green down and locked gear. From our original extension of the gear, the landing gear motor had popped its breaker and it would not reset. We maintained a safe altitude which allowed Mr. [REDACTED] to use his cellphone. He began to confer with mechanics and engineers very familiar with the Beechcraft landing gear system. The individuals we talked too offered a few possible solutions, such as using G Force to pull the gear down, but these were to no avail.

The engineer we spoke with informed us that with the 2-down-1-up gear configuration we had, there was a very large risk that the aircraft would flip over or cartwheel upon landing. Mr. [REDACTED] briefed us all on this situation, and we began to prepare in the cabin for this event. Upon turning Final for the runway, Mr. [REDACTED] informed me that he had a phone call and that we are aborting the landing to further troubleshoot.

I was told that our new objective was to fly a little longer, so the gear motor may have time to cool off. From there, once cool, we would push the breaker back in, and try to raise the gear. We did as advised, and it worked. From there we did another low-approach and asked the tower to confirm for us that all the gear was raised. They confirmed, and said only the lefthand gear door was slightly ajar.

Knowing we were now in the best configuration possible in this scenario, we proceeded to have an uneventful & safe gear-up landing.