

Incident report – November 14, 2025

On November 14, 2025, I [REDACTED] was at my home in Key West Florida when [REDACTED] and [REDACTED] flew 711FA to Key West FL. to pick me up and bring me to my home in Camdenton Missouri airport identifier OZS upon departure of Key West we decided to fly to KBCR airport in Alabama to refuel the airplane and final destination, OZS. Upon reaching pattern altitude at KBCR [REDACTED] lowered the landing gear, but the aircraft did not show three green lights indicating the gear was down. At that time, we tried to retract the gear, but it would not come back up we then noticed the gear electrical breaker was out and tried several times to push it in, but it would not hold. Realizing that we had a gear issue, [REDACTED] had called the Airport manager at KBCR to flyby and check our positioning on our landing gear. The manager answered the phone, but was not on site that day to help us out. We decided that we should go to Dothan Alabama airport.

On our way to Dothan Airport, [REDACTED] had got a hold of the tower and describe what our issue with the Airplane was. Tower then asked if we wanted to declare an emergency and at that time [REDACTED] said yes. When we got to Dothan, [REDACTED] had asked if we could fly by the tower for them to see what our gear positioning was, They had indicated to us the front and the right gear were down. The left was in the up position at that time tower gave us a clearance to circle the airport for as much time as we needed to assess the issue, we probably assess the problem for approximately 45 minutes and could not get anything to work. At that time we had discussed landing the airplane on two wheels which we were all three not in favor of doing, then [REDACTED]'s phone had rang and it was a guy he has been talking to about the issue on the ground. He had recommended that we should give the breaker a little more time and maybe it would hold and could get the other two gear to come up and thank goodness for that phone call cause after a few more minutes the breaker stayed in we retracted the gear and the front and the right came up at that time we had thought all three gear would be up and asked for another clearance to fly the tower to see our location of our gear, And tower had indicated to us all three gear were up, except the left gear door was hanging down a bit. So with all three gear up, we had decided to do a gear up landing, which we did successfully with minimal damage to the Airplane and no injuries.

[REDACTED]