

From: [REDACTED]
To: [REDACTED]
Subject: FW: New Gama Aviation ASAP Report G-17-290 N503up ksjc gear collapse
Date: Wednesday, August 30, 2017 8:39:41 AM

From: Svend Stenslet [mailto:[REDACTED]]
Sent: Wednesday, August 30, 2017 5:58 AM
To: Schaadt, Michael A (FAA) <[REDACTED]>
Subject: Fwd: New Gama Aviation ASAP Report G-17-290 N503up ksjc gear collapse

Here is the same report I sent in to the company through
Our safety program (asap) .
This is also my work email ,
If you need more information .
Hope dinner was still good when you got home .
Svend stenslet

Sent from my iPhone



Svend Stenslet: Captain

[REDACTED]

Charter. Management. Maintenance.

[REDACTED]

This email and any attachments are confidential and may also be privileged. Gama Aviation LLC may monitor and record all emails. The views expressed in this email are those of the sender and not Gama Aviation LLC. If you have received this message in error, please notify the sender immediately, destroy this email and any attachments, and do not use, copy, store and/or disclose to any person this email and any attachments.

Gama Aviation LLC

Begin forwarded message:

From: Safety [REDACTED]
Date: August 28, 2017 at 21:28:28 CDT
Subject: New Gama Aviation ASAP Report G-17-290

This is a report of information received and accepted by the Gama Aviation Safety Department which will be discussed at the next meeting of the Event Review Committee – it is not for general distribution
--

Contact	[REDACTED]	to provide or receive additional information
----------------	-------------------	---

Report Type Pilot - ASAP Report

Report Number G-17-290

Incident Classification	Mechanical Irregularity - Landing Gear System Failure
Incident Location	Runway
Aircraft Type	CE560XL
Aircraft Registration #	N503UP
Emergency Declared	No
# of Passengers Onboard	3
Effect on Flight	None
Phase of Flight	Landing

Reporter's Statement of the Incident Details

Normal flight flaps seven out of TUS. Some Turbulence on climb out nothing more than light turbulence . Normal flight and descent. I touched down very lightly and it came up again, sat it down for a normal landing, the airplane drifted a little right, I corrected, after and at some time not sure at what time we noticed the right side was a little lower than left , we assumed a flat tire due to a right pull (I was flying) Aircraft still rolled but not great. We decided to only get aircraft off runway no further . Tower was notified that we thought we had a flat tire and would be needing assistance, however rescue was not required at this time. We taxied clear of runway and stopped. I talked to our passengers and let them know the situation ,they where calm and not really aware of what was going on , I told them we had a flat tire and could not taxi any further but the FBO would take them the rest of the way. Passengers was unfazed and seemed happy with the flight.

Root Cause of Incident	To be determined
Origin Airport	KTUS
Destination Airport	KSJC
Diversion Airport	N/A
Pilot In Command	On file
Second In Command	On file
Cabin Attendant	N/A
Mechanic	N/A
Flight Follower	N/A
Other personnel involved	N/A

Corrective Actions Taken or Suggested by the Reporter

We notified Atlantic FBO about getting passenger to FBO and aircraft tow. Atlantic picked up passengers within 10 min. After passengers left I walked around and saw the actual damage and we notified Ops , Maintenance, then Assistant Chief Pilot (Chris)

Incident Date & Time UTC	28/08/2017 22:22
Reported Date & Time UTC	29/08/2017 02:17
Reported By	On file

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd.**