

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 14:43 CDT	DATE 08/21/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Fernando Andrade [REDACTED]			
[REDACTED]			
[REDACTED]			
SUBJECT N39TT Incident			
DIGEST The following was stated during the phone conversation with Mr. Andrade: • Mr. Andrade was the Non-Flying Pilot for this leg of the trip • Part 91 Empty Leg at the time of the event. Earlier in the day operated from Aspen to Midway, then Midway to Chicago Executive – No passengers, 2 crew • Normal Descent and Approach to Runway 16; Visual Approach to Runway 16 • After the aircraft touched down, the PIC activated the Thrust Reversers then stated "I don't have any brakes." • Fernando then placed his feet on the brake and attempted to depress them. ◦ Didn't feel anything ◦ Brakes felt "mushy" – Not firm ◦ Both pedals ◦ Pressed as hard as he could • PIC engaged the emergency brakes to help slow the aircraft • The wheels on the plane locked up and the aircraft began to skid on the runway • The crew made the decision to avoid the EMASS at the end of the runway by attempting to turn left onto Taxiway Delta • There was too much forward momentum, the aircraft missed the turn and departed the runway in to the grass • The Right Main Landing gear collapsed when the aircraft entered the grass • The aircraft settled in the grass • There were no issues with the brakes prior to this event • Mr. Andrade's last Flight Review was April of 2023			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/01/2023	TITLE Aviation Safety Inspector	[REDACTED]	Scott James Lambrecht 2023.09.01 08:02:55 -05'00'

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 15:06 CDT	DATE 08/21/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Lionel Hawkins [REDACTED]			
[REDACTED]			
[REDACTED]			
SUBJECT N39TT Incident			
DIGEST The following was stated during the phone conversation with Mr. Hawkins • Aircraft was being operated from Midway to Chicago Executive Airport • Aircraft was stable at 500 feet on a visual approach to Runway 16 • Aircraft touched down within the touchdown zone • The thrust reversers were activated • Mr. Hawkins attempted to depress the brakes and stated that he had no brakes ◦ Depressed the brakes as far as they could go ◦ The brakes did not feel mushy • Fernando Andrade then attempted to depress the brakes – his brakes did not work either • Mr. Hawkins then engaged the Emergency Brakes to attempt to slow the aircraft ◦ This locked up the main wheels on the main landing gear • Mr. Hawkins attempted to clear the runway by turning left onto Taxiway Delta ◦ This taxiway was oriented similar to a "High Speed" turn off taxiway • There was too much momentum on the aircraft and the aircraft missed the turn and went into the grass • The Right Main Landing Gear collapsed upon entering the grass • Mr. Hawkins stated that the Thrust Reversers and Emergency Brakes are Hydraulic • Mr. Hawkins stated that he did not receive an Anti-Skid Warning light upon landing – this is normal operation • Mr. Hawkins recalls the winds being 080 degrees at 7 or 8 knots • Dry Runway • Mr. Hawkins stated that his last 61.58 check ride was in June of 2023 in a Westwind aircraft in Orlando ◦ Another check was had in July or August of 2023 in this aircraft			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/01/2023	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED] Scott James Lambrecht 2023.09.01 08:40:27 -05'00'	