

PILOT STATEMENT

ON 12/16/2020 I **ROGER ROSALES COMMERCIAL PILOT NUMBER** [REDACTED], I GOT READY TO MAKE THE FLIGHT WITH ROUTE: KOPF-KCRG AT 13:00, FLTPLAN WAS FILED AT 11:30 WHEN I ARRIVED AT FONTAINEBLEAU FBO AT OPA-LOCKA AIRPORT; AS WELL AS I CHECKED THE ROUTE, WEATHER, ALTERNATES, NOTAMS AND OTHER DETAILS; I GOT TO THE PLANE AND PERFORMED THE WALKAROUND, AND START TO PREPARE THE CABIN. I REQUESTED THE IFR CLERANCE TO OPA LOCKA GROUND, BUT GROUND REPORTED THAT IT DID NOT HAVE IT IN THE SYSTEM, SO I REQUESTED A VFR FLIGHT FOLLOWING FOR DEPARTURE, IN THE AIR ONCE LEVEL OFF AT 16500 FEET AND BEING IN CONTACT WITH MIAMI CENTER, I REQUESTED TO CHANGE TO IFR AND GET CLEARANCE FOR A NEW ASSIGNED ROUTE TO KCRG, BECAUSE AT KCRG WAS IN IFR CONDITIONS, MIAMI CENTER CLEARANCE US TO PROCEED TO KCRG VIA ORL D POGIE 2 ARRIVAL AND REQUESTED TO CLIMB AND MAINTAIN 17000 FEET. DURING THE DESCENT I WAS VECTORED BY JACKSONVILLE APPROACH AND CLEAR TO PROCEED AFTER POGIE TO DESCENT AND MAINTAIN AT OR ABOVE 2000 DIRECT JEVAG, ONCE REACHING TO JEVAG I WAS CLEARED FOR ILS APPROACH FOR RUNWAY 32 AND CHANGE TO THE TOWER FREQUENCY. I CONTACTED TOWER AND I GOT THE WIND DIRECTION (290 DEGRESS WITH 4 KTS) AND THE CLEARANCE TO LAND AS NUMBER 1 FOR RUNWAY 32, THEN TOWER CALLED ME REPORTING THAT THE NEW WEATHER CAME UP AND REPORTING THAT THE CEILING IS BROKEN AT 300 FEET. I CONTINUED WITH MY APPROACH (120 KTS VAPP) AND REACHING 100 FEET ABOVE MINIMUMS I SAW THE RUNWAY LIGHTS AND THE THRESHOLD OF RUNWAY AND I DECIDED TO CONTINUE WITH THE LANDING REDUCING MY SPEED TO (100 KTS VREF). ONCE I TOUCHDOWN SMOOTH IN THE RUNWAY OVER THE TOUCHDOWN ZONE AND THE AIRCRAFT ROLLING OVER THE RUNWAY ONCE IT REDUCED TO 80 KTS I STARTED TO APPLY FULL MANUAL BRAKES BUT THE AIRCRAFT WAS NOT REDUCING THE SPEED FOR STOP AS EXPECTED, WHEN I SAW THE ORANGE BARRIER AT THE END OF THE RUNWAY, I REALIZED THAT I WAS ABOUT 300 FEET FROM THE POSITION TO THE END OF THE RUNWAY WITH 50 KTS ROLLING SPEED AND NO POSSIBILITIES TO APPLY POWER FOR A GO AROUND. I START TO PUMP 3 TIMES THE EMERGENCY BRAKES AND I DID NOT HAVE ANY RESPONSE OF THE BRAKES AT THAT MOMENT, I CONTINUE ROLLING OVER THE RUNWAY AND I PULL THE PARKING BRAKE HANDLE AGAING ONCE I TOUCHED OVER THE GRASS I REALIZED THAT I WAS APPROACHING TO THE ORANGE BARRIER (MALSR LIGHTS) I APPLIED LEFT RUDDER TO PREVENT A CRASH DIRECT TO THE BARRIER AND THERE IS WHEN I FELT THE AIRCRAFT GOT THE RIGHT MAIN LANDING GEAR STUCK UP AND THE RIGHT WING TOUCHED THE GROUND WHEN THE AIRCRAFT FINALLY STOPPED OVER THE GRASS. I CONTINUE PROCEEDING WITH THE EMERGENCY EVACUATION AND START LEAVING THE AIRCRAFT.

CAPT. ROGER ROSALES

PHONE [REDACTED] CP. [REDACTED]

PILOT STATEMENT

ON 12/16/2020 I GUSTAVO STEFANO TANCREDI BENETTI AIRLINE TRANSPORT PILOT CERTIFICATE NUMBER [REDACTED] AND THE CAPTAIN ROGER ROSALES, WE GOT READY TO MAKE THE FLIGHT WITH ROUTE: KOPF-KCRG AT 13:00, FLTPLAN WAS FILED AT 11:30 WHEN WE ARRIVED AT FONTAINEBLEAU FBO AT OPA-LOCKA AIRPORT; AS WELL AS WE CHECKED THE ROUTE, WEATHER, ALTERNATES, NOTAMS AND OTHER DETAILS; WE GOT TO THE PLANE AND PERFORMED THE WALKAROUND, AND START TO PREPARE THE CABIN. WE REQUESTED THE IFR CLERANCE TO OPA LOCKA GROUND, BUT GROUND REPORTED THAT IT DID NOT HAVE IT IN THE SYSTEM, SO WE REQUESTED A VFR FLIGHT FOLLOWING FOR DEPARTURE, IN THE AIR ONCE LEVEL OFF AT 16500 FEET AND BEING IN CONTACT WITH MIAMI CENTER, WE REQUESTED TO CHANGE TO IFR AND GET CLEARANCE FOR A NEW ASSIGNED ROUTE TO KCRG, BECAUSE AT KCRG WAS IN IFR CONDITIONS, MIAMI CENTER CLEARANCE US TO PROCEED TO KCRG VIA ORL D POGIE 2 ARRIVAL AND REQUESTED TO CLIMB AND MAINTAIN 17000 FEET. DURING THE DESCENT WE WERE VECTORED BY JACKSONVILLE APPROACH AND CLEARED TO PROCEED AFTER POGIE TO DESCENT AND MAINTAIN AT OR ABOVE 2000 DIRECT JEVAG, ONCE REACHING TO JEVAG WE WERE CLEARED FOR ILS APPROACH FOR RUNWAY 32 AND CHANGE TO THE TOWER FREQUENCY. I CONTACTED TOWER AND I GOT THE WIND DIRECTION (290 DEGRESS WITH 4 KTS) AND THE CLEARANCE TO LAND AS NUMBER 1 FOR RUNWAY 32, THEN TOWER CALLED ME REPORTING THAT THE NEW WEATHER CAME UP AND REPORTING THAT THE CEILING IS BROKEN AT 300 FEET. WE CONTINUED WITH THE APPROACH (120 KTS VAPP) AND REACHING 100 FEET ABOVE MINIMUMS WE SAW THE RUNWAY LIGHTS AND THE THRESHOLD OF RUNWAY AND ROGER DECIDED TO CONTINUE WITH THE LANDING REDUCING THE SPEED TO (100 KTS VREF). ONCE THE AIRCRAFT TOUCHDOWN SMOOTH IN THE RUNWAY OVER THE TOUCHDOWN ZONE AND THE AIRCRAFT STARTED ROLLING OVER THE RUNWAY ONCE IT REDUCED TO 80 KTS ROGER STARTED TO APPLY FULL MANUAL BRAKES BUT THE AIRCRAFT WAS NOT REDUCING THE SPEED FOR STOP AS EXPECTED, WHEN WE SAW THE ORANGE BARRIER AT THE END OF THE RUNWAY, WE REALIZED THAT WAS ABOUT 300 FEET FROM THE POSITION TO THE END OF THE RUNWAY WITH 50 KTS ROLLING SPEED AND NO POSSIBILITIES TO APPLY POWER FOR A GO AROUND. ROGER START TO PUMP 3 TIMES THE EMERGENCY BRAKES AND DID NOT HAVE ANY RESPONSE OF THE BRAKES AT THAT MOMENT, WE CONTINUE ROLLING OVER THE RUNWAY AND ROGER PULL THE PARKING BRAKE HANDLE AGAIN ONCE WE TOUCHED OVER THE GRASS I REALIZED THAT WE WERE APPROACHING TO THE ORANGE BARRIER (MALSR LIGHTS) ROGER APPLIED LEFT RUDDER TO PREVENT A CRASH DIRECT TO THE BARRIER AND THERE IS WHEN I FELT THE AIRCRAFT GOT THE RIGHT MAIN LANDING GEAR STUCK UP AND THE RIGHT WING TOUCHED THE GROUND WHEN THE AIRCRAFT FINALLY STOPPED OVER THE GRASS. WE CONTINUE PROCEEDING WITH THE EMERGENCY EVACUATION AND START LEAVING THE AIRCRAFT [REDACTED]

CAPT. GUSTAVO TANCREDI

PHONE [REDACTED]

CN: [REDACTED]