



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Summary of Record – NTSB and FAA Correspondence

From: Hugo Villanueva, TPA FSDO

To: Leah D. Read, NTSB

Date: January to April 2022

The NTSB was notified on January 10, 2022, about an accident that involved a Tecnam P92 Eaglet, N615TA, that occurred on September 29, 2021, at the Orlando-Apopka Airport (X04), Apopka, Florida. According to FAA Inspector Hugo Villanueva, the President of First Landings Aviation flight school (the operator) notified the Tampa FAA/FSDO of the accident that day. The president stated that the pilot (an employee of First Landings Aviation who was giving a Part 91 sightseeing flight) experienced a loss of control while attempting to land, which resulted in the airplane departing the runway and colliding with a parked passenger vehicle (truck). The pilot and the passenger were not injured.

The operator provided Inspector Villanueva with a written statement from the pilot and the passenger. Neither of the written statements mentioned anything about a mechanical problem. The flight school also provided photos, pilot records, and airport surveillance video.

Due to workload, Inspector Villanueva was unable to examine the airplane until late November 2021. The examination revealed that the airplane's wings and seats had been removed, and the forward fuselage, including the engine cowling and propeller, were damaged. Inspector Villanueva examined the airplane's main landing gear bake system and found no mechanical issues with the calipers, hydraulic lines, or pedals. A review of the maintenance logs showed a 100-hour inspection completed the previous day on September 28, 2021. Previous entries include another 100-hour inspection on September 2, 2021, a right tire change, and a nose landing gear assembly/shock absorber replacement on August 27, 2021.

On January 25, 2022, the NTSB received a completed NTSB Accident/Incident form (6120.1) from the pilot via his lawyer. The pilot reported on the form that he had difficulty controlling the aircraft on landing, possible blockages in the flight controls, problems with the landing gear brakes, and the possibility that the parking brake may have engaged upon landing. The pilot also reported that he and other pilots had experienced the parking brake locking upon landing, and that he had reported it to the flight school at a staff meeting on the morning of this accident. The pilot said the flight school mechanic did not correct the problem before his flight, which was the accident flight.

Inspector Villanueva spoke with the flight school president about the allegations that N615TA had open discrepancies before a scheduled flight, and he responded that there were none. The president emailed a copy of the notes from the staff meeting taken on the morning of the accident. The notes listed N615TA as having “no issues.”

On Friday, January 28, 2022, Inspector Villanueva re-examined N615TA, taking a closer look at the parking brake. The parking brake lever operated freely with no resistance. The parking brake actuator was removed for inspection. There were no obvious defects; the cams and springs were in good condition, and they operated the valve stops from open to closed position without effort. The only way that the parking brake could have engaged in flight was if the pilot had manually engaged it. The wings and seats of the airplane had been removed so a complete a full functional test of the flight controls could not be conducted; however, Inspector Villanueva did not see any mechanical issues with the flight controls as presented.

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