

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:

2. REPORT NUMBER:

3. AIRCRAFT IDENTIFICATION AND TYPE:
N925DR

4. LOCATION OF ACCIDENT/INCIDENT:
MCO

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
10/22/2021 - 1750

6. EQUIPMENT ATTACHMENT:

☐ YES ☐ NO

9. POSITION AND TIME (UTC):

7. NAME (OPERATING INITIALS):

8. TITLE:

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

☒ ORIGINAL ☐ SUPPLEMENTAL

CLEARED RNAV 36L. APP 97 KNOTS. AT 300-400 ASKED FOR A WIND CHECK. WINDS 120/14. LANDED ON CENTERLINE. APPLIED BRAKES. PULLED TO THE RIGHT. RELEASED BRAKES. STEPPED ON LEFT BRUDDER TO COME BACK TOWARDS CENTERLINE. OVER CORRECTED. TRIED TO COME TO CENTERLINE. WIND LIFTED BY WIND. EASED UPON CONTROLS. DEPARTED RWY TO THE LEFT. CAME TO A STOP AND EVACUATED AIRCRAFT PILOT, 2 ADULTS, 2 CHILDREN. NO INJURES.

DEPARTED KCHS AT 1650. CLIMBED TO FL 280 NORMAL FLIGHT TO KMCO. ARRIVED 1750.

STEVEN LESNIEWSKI
PILOT

SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE: