

FAA Form 8020-26, Personnel Statement

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: [REDACTED] FCT	2. Report Number: 24-001-BQN-FCT
		3. Aircraft Identification and Type: N4167G, C402	
4. Location of Occurrence: Aguadilla, PR		5. Date & Time of Occurrence (UTC): July 11, 2024; 1323 UTC	
6. Name (Operating Initials): [REDACTED]	7. Title: SATCS	8. Position and Time (UTC): N-A N-A 1323-1323 UTC	
9. Complete in accordance with FAA Order JO 8020.16, <i>Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting</i>, Chapter 7, paragraph 5, FAA Form 8020-26, <i>Personnel Statements</i>. The personnel statement is prepared and used to provide information concerning the circumstances that cannot be retrieved via some type of recorded data source. Facts concerning what was observed and what actions were taken may not have been completely captured. Use this statement to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. 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 signed by you, and your signature below certifies the accuracy of this statement. The statement will not be edited and once signed, will constitute your original statement.			
10. Text of Statement: ☒ ORIGINAL ☐ SUPPLEMENTAL N4167G DEPARTED RUNWAY 08 TO THE EAST WITH NO ISSUES NOTED. A COUPLE OF MINUTES LATER REQUESTED TO RETURN FOR LANDING TO CHECK ON A VIBRATION ON THE RIGHT ENGINE AND THE PILOT STATED THAT WAS NOT AN EMERGENCY. ONCE ON THE DOWNWIND ABOUT 2 MILES FROM THE FIELD THE PILOT CALLED MAYDAY MAYDAY AND REQUESTED THE OPPOSITE SIDE OF THE RUNWAY, THE PILOT WAS CLEARED TO LAND ON RWY 26 IMMEDIATELY, AND WITH IN A MINUTE WENT STRAIGHT DOWN TO THE GROUND WITH NO OTHER SIGNS OF PROBLEMS. EVERYTHING HAPPENED SUDDENLY, THE AIRCRAFT DID NOT SHOW ANY PROBLEMS UNTIL THAT MOMENT.			
11. Signature: [REDACTED]		12. Date of Signature: 07/11/24	

FAA Form 8020-26 (12-18) Supersedes Previous Edition

Electronic Version

24-001-BQN-FCT
N4167G

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6. Name (Operating Initials): [REDACTED]	7. Title: ATCS	8. Position and Time (UTC): N-A LC 1314-1330 UTC	
9. Complete in accordance with FAA Order JO 8020.16, <i>Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting</i>, Chapter 7, paragraph 5, FAA Form 8020-26, <i>Personnel Statements</i>. The personnel statement is prepared and used to provide information concerning the circumstances that cannot be retrieved via some type of recorded data source. Facts concerning what was observed and what actions were taken may not have been completely captured. Use this statement to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. 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 signed by you, and your signature below certifies the accuracy of this statement. The statement will not be edited and once signed, will constitute your original statement.			
10. Text of Statement: ☒ ORIGINAL ☐ SUPPLEMENTAL N4167G CALLED TOWER FOR VFR DEPARTURE TO THE EAST AND WAS CLEARED FOR TAKEOFF FROM RUNWAY (RWY) 08. AT AROUND 5NM EAST OF THE FIELD N4167G REPORTED A ROUGH RIGHT ENGINE, THAT HE DIDN'T WANT TO DECLARE AN EMERGENCY, AND REQUESTED TO RETURN FOR LANDING. SINCE WINDS WERE GUSTING 11-18 KTS FROM THE EAST, I INSTRUCTED N4167G TO ENTER THE LEFT DOWNWIND TO RWY 08 AND TO REPORT NORTH ABEAM THE TOWER. I ISSUED WINDS/ALTIMETER. AROUND 60 SECONDS LATER, N4167G MAKES A LEFT TURN TOWARDS THE APPROACH END OF RWY 26 AND DECLARES "MAYDAY, MAYDAY". I RECALL HE CALLED ME GROUND CONTROL AND ASKED FOR OPPOSITE RWY 08 LANDING. I IMMEDIATELY CLEARED N4167G TO LAND ON RWY 26, ISSUED WINDS, PICKED UP THE CRASH PHONE AND ANNOUNCED AN ALERT 3 EMERGENCY (IMMEDIATE DISPATCH; COMMENCE FIRE FIGHTING/RESCUE OPERATIONS). WHILE ON THE CRASH PHONE I OBSERVED N4167G PITCH TO IT'S RIGHT POINTING IT'S NOSE STRAIGHT DOWN AND FALL OUT OF THE SKY FOLLOWED BY A FIERY EXPLOSION. STILL ON THE LINE WITH CRASH/RESCUE I INFORMED THEM THAT THE A/C HAD CRASHED IN THE VICINITY OF PR-110 AND 600ND (LOCAL SUPERMARKET). I THEN CLEARED A COAST GUARD HELICOPTER (CG033) FOR DEPARTURE TO PROVIDE COVERAGE OVER CRASH SITE. 911 WAS CALLED AND I WAS THEN RELIEVED FROM POSITION.			
11. Signature: [REDACTED]		12. Date of Signature: 11 JULY 2024	

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