

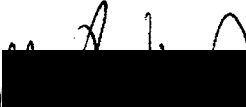


 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: ZMA	2. Report Number: ZMA-ARTCC-0331
		3. Aircraft Identification and Type: N9380	CS50/Q
4. Location of Accident/Incident: EYW		5. Date/Time of Accident/Incident (UTC): 11/03/11 1610z	
6. Name (Operating Initials): Gorka Sorca	7. Title: ATCS	8. Position and Time (UTC): R5 1527-1610z	
<p>9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, 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.</p>			
10. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>I worked the Radar at Sector 5. N9380, I provided Radar services. He checked in at 14,000 and I cleared him direct MTH direct EYW at 10,000. I handed him off to NQX approach and shipped communications.</p>			
11. Signature of Witness: 		12. Date of Signature: 11/3/11	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: ZMA	2. Report Number: ZMA-ARTCL-0331
		3. Aircraft Identification and Type: N938D C550/Q	
4. Location of Accident/Incident: EYW		5. Date/Time of Accident/Incident (UTC): 11-3-11 1610Z	
6. Name (Operating Initials): MICHAEL WAGNER ([REDACTED])	7. Title: ATCS	8. Position and Time (UTC): 05 1459-1638	
<p>9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, 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.</p>			
10. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT			
<p>AT AIRCRAFT CHECK IN AT 140 -</p> <p>R STOE CLEARED AIRCRAFT DIRECT WITH</p> <p>DIRECT EYW AND DECREASED TO 100.</p> <p>LATER BE HANDLED OFF AND SAID TO</p> <p>NQXA & EVERYTHING APPEARED NORMAL.</p>			
11. Signature of Witness:  [REDACTED]		12. Date of Signature: 11-3-11	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: <i>MIAMI ARTCC</i>	2. Report Number: <i>ZNA-ARTCC-0331</i>
		3. Aircraft Identification and Type: <i>N 938D C550</i>	
4. Location of Accident/Incident: <i>EYW</i>		5. Date/Time of Accident/Incident (UTC): <i>11/3/11 1610</i>	
6. Name (Operating Initials): <i>CHRIS ABEL</i>	7. Title: <i>FLM</i>	8. Position and Time (UTC): <i>5-A12 1354-1646Z</i>	
<p>9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, 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.</p>			
10. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p><i>I WAS NOTIFIED BY MR. WAGNER WORKING DS THAT HE JUST RECEIVED A CALL FROM EYW APPROACH TELLING HIM THAT THE AIRPORT WILL BE CLOSED FOR ABOUT AN HOUR DUE TO AN AIRCRAFT GOING OFF THE RUNWAY. I IMMEDIATELY NOTIFIED THE WATCH DESK.</i></p>			
11. Signature of Witness: 		12. Date of Signature: <i>11/3/11</i>	

STATEMENT OF WITNESS

Date 11 ~~11~~⁰³ 2011

1. Location: Keywest International Airport
Date: 11,03,2011 Hour: 14:00 (02:00 PM)

2. Aircraft: CESNA-550 FAA Certificate No: N938D

3. What is your name: Jose Tomas Batista Date of Birth: [REDACTED]

4. Address: [REDACTED] Hollywood Florida 33021 USA

5. Occupation: Pilot By Whom Employed: [REDACTED]

6. Where were you at the time of the occurrence? I was the pilot-in-command

7. Tell in your own words what you saw or heard before and at the time of the occurrence.

Flying from Fort Lauderdale Hollywood International Airport to Keywest International (on 11,03,2011) executing a Visual approach for RWY 09 in KEYW w/ 120kts indicator Airspeed on Final Approach and 100 kts at Touch down on the landing roll Speed Brake extended when I apply and press the wheel Brake was not Brake at all then I try the Emergency Brake and not work either and roll over shaft the RWY at KEYW. also I can't see [REDACTED] passengers say that they were not injured.

Signature

(Use reverse side of sheet for diagram and additional statement)

OFFICE OF THE SHERIFF
MONROE COUNTY, FLORIDA

Incident #
MC 5011 OFF 08464
Date
11/03/2011

Page 1 of 1

STATEMENT FORM

NAME Jose Tomis Batista DATE OF BIRTH _____
FIRST MIDDLE LAST MONTH DAY YEAR

ADDRESS _____ Hollywood Florida 33021
STREET CITY STATE ZIP

BUSINESS ADDRESS _____
STREET CITY STATE ZIP

TELEPHONES (_____) (_____) (_____)
HOME BUSINESS OTHER

PLEASE PRINT LEGIBLY.

I hereby state the following: Flying from MFL CESSNA
Citation II (CE-550) TO Key west interna-
tional Airport on visual app^{ro}ch to
Runway 09 approaching at indicated airspeed
of 120 kts on final and 100 kts at touch-
down speed Brake extend
during the landing roll when I press
the wheel Brake was no Brake at all
also I try the emergency Brake
and did not work either
and never shut the Run Way in
KEY W.
also I hear the passenger that they say
they where not injured

I have read each page of this statement consisting of 1 page(s) and I swear or affirm that it is true to the best of my knowledge or belief.

Signed _____
Deputy Paslay mcs01
Notary Public or Officer Authorized to Administer an Oath

11.03.2011
Date
11/03/2011
Date

OFFICE OF THE SHERIFF
MONROE COUNTY, FLORIDA

STATEMENT FORM

Page 1 of 1

Incident #
MC5011 OFF008464
Date
11/03/2011

NAME Fred Michael DAVIS DATE OF BIRTH 11 25 66
FIRST MIDDLE LAST MONTH DAY YEAR

ADDRESS [REDACTED] TomsvRiver FL 38755
STREET CITY STATE ZIP

BUSINESS ADDRESS _____
STREET CITY STATE ZIP

TELEPHONES ([REDACTED]) () _____ () _____
HOME BUSINESS OTHER

PLEASE PRINT LEGIBLY.

I hereby state the following:

I have no statement at this time

I have read each page of this statement consisting of 1 page(s) and I swear or affirm that it is true to the best of my knowledge or belief.

Signed [REDACTED]
Deputy Postlaw MC5011 [REDACTED]
Notary Public or Officer Authorized to Administer an Oath

Date 11/3/11
Date 11/03/2011

OFFICE OF THE SHERIFF
MONROE COUNTY, FLORIDA

Incident #
MCS011OFF008464
Date
11/03/2011

Page 1 of 1

STATEMENT FORM

NAME WILLIAM T DAUGHENBAUGH DATE OF BIRTH 08 | 18 | 53
FIRST MIDDLE LAST MONTH DAY YEAR

ADDRESS [REDACTED] [REDACTED] NJ 0822
STREET CITY STATE ZIP

BUSINESS ADDRESS _____
STREET CITY STATE ZIP

TELEPHONES ([REDACTED]) () ()
HOME BUSINESS OTHER

PLEASE PRINT LEGIBLY.

I hereby state the following: PILOT HAD PROBLEM APPLYING
BRAILES ON AIRCRAFT

I have read each page of this statement consisting of 1 page(s) and I swear or affirm that it is true to the best of my knowledge or belief.

[REDACTED]
Signed Deputy Paslay
Notary Public or Officer Authorized to Administer an Oath

10/3/2011
Date 11/03/2011
Date

OFFICE OF THE SHERIFF
MONROE COUNTY, FLORIDA

Incident #
MCS011OFF008464
Date
11/03/2011

Page 1 of 1

STATEMENT FORM

NAME PAULA ANDREA CARDERO DATE OF BIRTH 09 08 77
FIRST MIDDLE LAST MONTH DAY YEAR

ADDRESS [REDACTED] Fort Lauderdale FL 33305
STREET CITY STATE ZIP

BUSINESS ADDRESS _____
STREET CITY STATE ZIP

TELEPHONES ([REDACTED]) () _____ () _____
HOME BUSINESS OTHER

PLEASE PRINT LEGIBLY.

I hereby state the following:

I have no statement at this time

I have read each page of this statement consisting of 1 page(s) and I swear or affirm that it is true to the best of my

[REDACTED]
Deputy Poslay
Notary Public or Officer Authorized to Administer an Oath

11-03-11
Date
11/03/2011
Date



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: November 5, 2011
Person Contacted: Fredrico Machada (Second-In-Command)
NTSB Accident Number: ERA12IA060

According to Mr. Machada, they were selling the airplane on behalf of the owner. They had three passengers onboard: His girlfriend, a mechanic, and the buyer. The airplane had last flown approximately two months prior to the accident.

The day before the accident, "a guy talked about purchasing the airplane." So he arranged for the flight to take place.

They took off from Ft. Lauderdale without a problem. When they landed at Key West, they touched down at 103 knots with no problems. First the pilot tried to use them to stop without result, and then he tried them. The brakes "were not working."



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 19, 2011
Person Contacted: Jose Batista (Pilot –In-Command)
NTSB Accident Number: ERA12IA060

According to Mr. Batista, during the preflight he noticed that the accumulator was a little low but, was “OK” and did not notice anything wrong with the airplane. South Aviation had done maintenance on it. This was a flight after maintenance.

During the approach, he held 130 knots on the downwind leg of the traffic pattern and he held 106 knots till he was over the threshold of runway 9. He was at 1,500 feet on the downwind and rolled out on the final at 1,000 feet.

The wind was blowing slightly from the left, and he touched down about 800 feet down the runway at 95 to 100 knots, and then applied the brakes after rolling for approximately 800 feet.

He pushed on the brakes but they were “hard” and would not move. The copilot (Second-In-Command) also tried to apply the brakes with the same result.

He also attempted to apply the emergency brake but there was “no brake at all” when he pulled it.

He had to stop and could not go around.

The airplane then went into the EMAS.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: January 16, 2014
Person Contacted: William T. Daughenbaugh (Passenger)
NTSB Accident Number: ERA12IA060

Mr. Daughenbaugh stated that he was both a fixed wing and helicopter pilot. There were three passengers onboard; Himself, Michael Davis, and Mr. Davis's girlfriend. He had worked for Mr. Davis flying a helicopter for him and was invited along to give Mr. Davis his opinion based on his aviation expertise, as Mr. Davis was thinking of leasing the airplane.

Prior to the flight, he went down to Fort Lauderdale International Airport and met up with Mr. Davis. He asked him if he had ever flown with the two pilots before. He believed that he told him no. He was riding in the cabin and during the taxi out the brakes were working.

He advised that during the flight Captain Batista was in the left seat. When they landed in Key West, he "felt no brakes whatsoever" they were "eating up the runway" so he tightened his seatbelt. Then they "hit the EMAS."

He believed that they "should have gone around."



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: January 28, 2014
Person Contacted: Eric Chase (President, Mansfield Heliflight)
NTSB Accident Number: ERA12IA060

Mr. Chase advised that after they purchased the airplane, they inspected it and were unable to find any problems with the brake system other than the damage that occurred to the anti-skid wiring when the airplane entered the EMAS.

After they received a ferry permit they flew the airplane back to their base in Vermont without any problems.