MEMORANDUM FOR RECORD

Michael Bauer *MB*
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Aviation Engineering Division **October 6, 2018**

Subject: ERA18FA264, N114TD, Dassault Falcon 50, September 27, 2018, Greenville, South Carolina.

On October 6th, 2018 at 10:41 am, Mr. Luis Hernandez provided the following information via telephone which is summarized below:

Mr. Hernandez previously flew the Falcon 50, N114TD, on the four flights prior to the accident flight which occurred on September 27th, 2018 in Greenville, South Carolina.

I identified myself as the National Transportation Safety Board, Systems Group Chairman for the accident.

He explained that he flew the aircraft for a test flight at the end of August 2018. The aircraft departed from St Pete-Clearwater International Airport (PIE) located in St Petersburg-Clearwater, Florida for a local flight the flight lasted approximately 45 minutes. The purpose of the flight was a maintenance test flight. Upon landing at PIE, the brakes when, pressed went "to the floor" and no braking was available. The aircraft braking system switch was then placed in the #2-OFF condition on the brake panel, and brakes functioned but without anti-skid available. The flight also had an issue with a generator that would not come on line and an issue with a door seal that would leak during cabin pressurization. The flight squawks were relayed to Mr. Tim Fox.

Mr. Hernandez was informed the brake system issue was corrected and a second test flight was performed in early September originating at PIE for a local flight. Upon landing the anti-skid system failed again and the aircraft braking system switch was placed in the #2-OFF condition and was used again for aircraft braking.

Mr. Hernandez also performed some additional troubleshooting and noted that, when the aircraft braking system switch was in the #1-ON braking would be normal at low speeds (estimated to be 15-20 knots) but at faster speeds, braking would be unavailable. The brakes would function, without anti-skid protection, when the brake system was in either the #2-OFF or #1-OFF position.

Mr. Hernandez informed Mr. Fox that he believed the anti-skid computer was the source of the problem.

Mr. Hernandez also mentioned that during the checklist portion of the anti-skid testing, the Left and Right brake pressure indicator lights would illuminate as expected.

Mr. Hernandez was also the PIC for two flights prior to the accident flight where the aircraft flew from PIE to Cleveland-Hopkins International Airport (CLE) Cleveland, Ohio. He was informed that the anti-skid system was operational prior to the flight and the flight to Cleveland would be a test flight of the system. He mentioned one passenger named Frank (he recalled that he is a business partner of Mr. Steve Fox) was aboard for the flight to Cleveland.

Mr. Hernandez and the aircraft left PIE on September 22, 2018 around 10:30 local time and arrived at CLE at 13:10 local time.

Mr. Hernandez and the aircraft left CLE on September 23, 2018 around 18:45 local time and arrived at PIE at 21:20 local time.

For the flight from PIE to CLE and CLE to PIE, the aircraft experienced no brakes (system in the #1-ON position) upon landing and he had to place the brake system in the #2-OFF position to have braking on landing.

He informed Mr. Steve Fox regarding the brake issue.

Mr. Hernandez informed me that the last conversation he had with Mr. Steve Fox was the day before the accident.

For the four flights he had with the accident aircraft, Mr. Steve Fox was the co-pilot.

Mr. Hernandez was aware of the aircraft accident that occurred on September 27th and mentioned that it wasn't until media reports after the accident, that he was aware that Mr. Steve Fox was not qualified for the accident aircraft.

The call lasted approximately 17 minutes. Mr. Hernandez did mention he would be available for follow-up calls if necessary and provided his contact information.

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