

Inspector Statement

Re: Inspector Report for Accident Investigation of N118T S/N 144/US at Ocala International Airport-Jim Taylor Field (KOCF), Ocala, FL

On October 17, 2023 at approximately 1049 EDT aircraft N118T, a 2021 Tecnam P2010 operated by Legends Aviation Academy a 141 pilot school (71GS), reported an engine failure shortly after takeoff from Runway 36 at Ocala International Airport (OCF), lost altitude and impacted the grass Northeast of Runway 36 and West of taxiway A1.

Inspector Jeremy Puckett was assigned to the accident and contacted Mr. Adam Gerehardt with the NTSB who stated the aircraft reportedly lost engine power and there were two souls on board taken to the hospital with serious non-life threatening injuries. He provided Inspector Puckett with the contact information for Investigator Mr. Aaron McCarter with the NTSB and requested that Inspector Puckett obtain photos, evidence of fuel, and photos of the cockpit switch configuration. He added that Florida Air Recovery would be onsite as well to recover the aircraft.

Inspector Puckett arrived at OCF at approximately 1515 EDT on October 17, 2023. Inspector Puckett was met by Mr. Tim Cripe, Line Service Manager for Sheltair and Mr. Matt Grow Airport Director for OCF. Florida Air Recovery from Jacksonville, FL had arrived at this time as well. Inspector Puckett requested to be escorted to the accident site. Mr. Grow confirmed that there were two souls on board the aircraft and both were taken to the hospital with serious/non-life threatening injuries. It was also confirmed that the aircraft had reported an engine failure.

Inspector Puckett arrived at the accident site which was Northeast of Runway 36 and West/adjacent to Taxiway A at the A1 turn off situated in the grass with the nose of the aircraft pointing slightly Northwest. Inspector Puckett took 360 degree photos of the aircraft, as well as photos of the cockpit, instrument panel, impact scarring, and debris field. Damage was extensive to include the wings broken at the wing root and collapsed, left wing strut broken, right wing strut broken, the pilot door was removed as well as the aft passenger door (possibly to facilitate extraction of the pilots). The left main landing gear was broken/not visible and the left main wheel was located North of the wreckage. The Nose landing gear was folded underneath and into the engine/firewall and had caused the floorboards inside the aircraft to buckle.

Fuel caps were opened in both the right and left wing and fuel immediately spilled out indicating that the aircraft was full of fuel. Inside the aircraft, the fuel selector knob was in the 'Left' position. Engine control lever was 'Max', Propeller RPM lever was 'Max', and Mixture lever was full 'rich' (they were pushed full forward presumably to facilitate extraction of the pilots by first responders). The engine compartment was inaccessible due to the damage and the configuration of the aircraft, so the presence of fuel at the engine could not be determined at this time. Inspector Puckett asked Mr. Grow if the ELT had activated, he stated that it had and he had turned it off/reset it. Circuit breakers were observed popped/open: ADC, ANN PANEL, FLAP ACTUAT., COPILOT SEAT.

Inspector Puckett measured the initial point of impact in the grass to the aircraft using an app on his cell phone. The measurement from the first visible point of impact to the wreckage was 34 feet 8 inches.

Inspector Puckett attempted to contact Mr. McCarter with the NTSB and left a voicemail message. Inspector Puckett released the aircraft to Florida Air Recovery and they began the process of defueling the aircraft. They defueled approximately 55 gallons into two separate 55 gallon barrels and then began to disassemble the aircraft.

Mr. Grow stated that he had contact information for witnesses, and Inspector Puckett requested the information. Mr. Chris Prusak was mentioned however Inspector Puckett had already received his information from another ASI whom Mr. Prusak had contacted about the accident. Mr. Grow stated that there were two eyewitnesses in the Ocala Aviation Services Maintenance Hangar East of Runway 36. Mr. Cripe escorted Inspector Puckett to the hangar and Inspector Puckett introduced himself and obtained statements from Mr. Ralph Baker and Mr. Ryan Bowen (both statements are recorded in 1360-33 interview records forms). Both individuals stated that the aircraft engine was not running and they both witness the aircraft appear to stall, bank left, begin to spin and impact the grass West of taxiway A. Inspector Puckett inquired about information for the pilots of the aircraft and Mr. Grow stated they did not have that information.

Mr. Grow stated that he and Mr. Cripe had video of the accident captured on airport cameras. Inspector Puckett was unable to coordinate a thumb-drive copy. After Florida Air Recovery loaded the aircraft and debris and departed. Inspector Puckett accompanied Mr. Grow into his office and recorded video of the accident from two different angles. Inspector Puckett requested video from Mr. Cripe, but Mr. Cripe stated he would have to discuss this with his legal department. Mr. Grow stated that the airport cameras are situated similarly to the Sheltair cameras so Inspector Puckett determined not to pursue obtaining the Sheltair video at this time. Inspector Puckett departed OCF at approximately 1730 EDT.

On October 18, 2023 Inspector Puckett contacted Daryl Hicks, owner of Legends Aviation Academy (L1GS) and coordinated a time to review the aircraft records for N118T. Inspector Puckett confirmed there was a student and instructor on board and was given the names Elaina and Jason. Inspector Puckett arrived at Legends Aviation Academy at [REDACTED] Lakeland, FL at approximately 0930 EDT on October 18, 2023. He was introduced to the Director of Maintenance Tessila Davis who provided aircraft maintenance records. Ms. Davis transferred from another unit in the company to Lakeland in July. She has been performing the most recent maintenance on the aircraft. She stated they have not had similar issues with this aircraft but noted an open item for EGT running a bit high in the Legends computer/tracking software which contains a statement 'Safe to fly. Issue verified. Will repair soon'. (Note: Ms. Davis confirmed that the 'flight can' was on the aircraft but it was not found during the on-site investigation).


Inspector Puckett requested the most recent Annual Inspection which was completed December 6, 2022. It was noted that the Annual was signed off as 'unairworthy' due to the #2 engine cylinder failing the compression check. This was attributed to performing the compression check

while the engine was 'cold' because they were unable to run the engine prior to the check. A maintenance record entry in the Engine Logbook dated January 4, 2023 shows a corrective action for this discrepancy as performing the check after an engine run and the check was signed off as airworthy.

Inspector Puckett noted in the maintenance record that on October 6, 2023 both magnetos were replaced due to 'impulse worn'. On October 9, 2023 a record entry states that all rocker arm gaskets and cover were replaced. Inspector Puckett took photos of all maintenance records and was given access by Legends to their maintenance tracking and aircraft scheduling software to view their workorders. There were various other engine discrepancies noted over the last several months that show a corrective action/sign off.

Inspector Puckett obtained Pilot certificate, medical, and contact information for Instructor Elaina Wyse and Student Jason Kingham. Ms. Davis stated that one of the individuals had been in critical condition but was doing better, both individuals suffered broken backs and broken bones. Mr. Hicks was enroute to visit Ms. Wyse and Mr. Kingham and Inspector Puckett requested he pass on his contact information to provide statements when they are physically able. Inspector Puckett left the facility at approximately 1130 EDT.

On October 19, 2023 Inspector Puckett contacted Mr. Chris Prusak who provided a witness statement. He was in line to take off in his SR22 directly behind N118T and stated that the aircraft reported an engine failure shortly after takeoff, received a suggestion from ATC to land on Runway 26 to which the aircraft immediately banked left, stalled, and impacted. (Mr. Prusak's complete statement is recorded on Form 1360-33). Inspector Puckett left voicemails and followed up with emails to Ms. Wyse and Mr. Kingham requesting statements when they are physically able. Ms. Wyse returned the phone call and provided a statement recorded on Form 1360-33. She states that the engine failure occurred at approximately 300-400 feet AGL and was a sudden cut out of the engine with no sputtering or indication of any engine issue. She elected to land the aircraft in the grass and states that she did not stall and did not attempt a left turn.

 Digitally signed by JEREMY
RICHARD PUCKETT
Date: 2023.10.19 13:48:02 -04'00'

Jeremy R. Puckett, ASI
Orlando, AFG-800-SO-15