



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF TELEPHONE CONVERSATION

Who: Dave Fogarty, witness

When: May 9, 2016

RE: ERA16FA170, Pompano Beach, Florida

In a telephone conversation, Mr. Fogarty stated that he owns and operates a maintenance facility and a Part 61 flight school at the Pompano Beach Airport. He holds an air transport pilot rating for airplane single and multi-engine land, and single-engine sea. He is also a certified flight instructor for airplane single and multi-engine land and sea, and instrument airplane. In addition to being a pilot, Mr. Fogarty is also a certified airframe and power plant mechanic with inspector authorization. He has been flying since 1971 and has over 8,000+ flight hours. Mr. Fogarty said he did not know the owners of Florida Aviation Academy and did not perform any maintenance for them.

Mr. Fogarty said that on the day of the accident, he was practicing cross wind takeoff and landings with a student on runway 15 when he first observed the accident airplane in the run-up area for runway 10. Mr. Fogarty said he heard ATC clear the accident airplane for takeoff on runway 10 and to make right traffic. Since the runways converged near the departure end, ATC had instructed Mr. Fogarty and his student to make left traffic for runway 15.

Mr. Fogarty said they were turning left base-to-final for runway 15, when he saw the accident airplane depart runway 10 and begin its initial climb. After the airplane had turned right onto the crosswind leg, the right wing suddenly "dipped" down. The instructor then observed the airplane make a "very rapid correction" and the airplane nosed-over and the wings rolled level; however, it appeared to have no power and just "sank." Mr. Fogarty described what he saw as a departure stall or the onset of a VMC roll, which was momentarily corrected for, but there was insufficient power and altitude to recover. The instructor said the airplane disappeared from his field of view followed by an explosion. Mr. Fogarty said the airplane's altitude was no higher than 600 ft above the ground (traffic pattern altitude was 800 ft) and he could not see or hear the airplane's engines.

Mr. Fogarty said he and his student immediately flew over the accident site and made circuits until rescue personnel reached the site. He said the fire and ground damage appeared to be very extensive from the air and he was surprised anyone had survived.

Leah D. Read

Sr. Air Safety Investigator

National Transportation Safety Board



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RECORD OF CONVERSATION

Who: Frank Ambrisco, Local Controller PMP tower

When: April 28, 2016

Where: PMP Tower conference room

Witnesses: Bruce Bevins PMP ATC Manager and Brad Burtner PMP Controller/NATCA Representative

According to Mr. Ambrisco, he has been a controller at PMP for 8 years. He said that after he cleared the airplane for takeoff, he watched the airplane make a normal departure and right turn onto the crosswind leg of the traffic pattern. Mr. Ambrisco said that when the airplane was about 400-500 ft above ground level (AGL), it made a sharp right turn followed by a sharp left turn and entered a steep nose down attitude toward the ground. The airplane then disappeared behind a tree line followed by an explosion. He said that he did not hear the airplane but did recall that the airplane's landing gear was retracted.

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Eastern Region – Ashburn, Virginia

RECORD OF CONVERSATION

Who: John Bonner, Ground Controller PMP tower

When: April 28, 2016

Where: PMP Tower conference room

Witnesses: Bruce Bevins PMP ATC Manager and Brad Burtner PMP Controller/NATCA Representative

Mr. Bonner has been a controller at PMP for 13 years. He was working ground control and did not see the airplane depart. However, when he heard the other controller ask the airplane if everything was okay, he looked up and saw the airplane on a right cross wind. Mr. Bonner could not recall the attitude of the airplane at that time, but said it made a "hard left turn from a southerly heading to a northerly heading" with the nose pointed down to the ground. He said that just as the airplane was about to disappear behind trees it appeared to level out followed by fire and smoke. Mr. Bonner said he could not hear the airplane or recall its configuration prior to impact.

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