



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 10, 2018
Person Contacted: Leroy Forbes
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Leroy Forbes was interviewed on December 1, 2018, at EST. He provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He is not a pilot, and on the date and time of the accident, he was at a business located at [REDACTED] Fort Lauderdale, Florida. At the time he was located at 26°12'19.52"N and -080°09'26.98"W, or about 695 feet north-northeast from the accident site. He heard an airplane flying low and took out his phone to record, however, the impacted and caught fire before he could video record it. He jumped the fence and ran to the sight but after arriving realized he could not help. He was asked to describe the flight and he reported it was descending in a southwesterly direction. He heard normal engine sounds. There was no sputtering or in-flight fire. He could not tell if the landing gear was up or down. He reported the engine(s) sounded like they were at takeoff, or high power.

He reported there was a tractor trailer in the open field west of his location.

The digest was e-mailed to him for review on December 10, 2018. He did not reply.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 20, 2020
Person Contacted: Don Whittington
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Don Whittington owner of World Jet was interviewed at his business on December 2, 2018, at 0930 EST. Also present was FAA inspector Erik Lee.

Mr. Whittington indicated that World Jet has 1 AVGAS truck and 2 Jet-A trucks. His supplier is Phillips. After the accident fuel samples were taken from the fuel farm filter vessel and the fuel sump drain of the truck. During the meeting he produced 2 quart sized glass jars that were filled with blue colored fuel consistent with 100 low lead (100LL). The jar tops were labeled with "Truck" and "Farm" and also the date and time the samples were taken. There was no evidence of contamination of either sample. He indicated that he will submit a sample of fuel to his supplier for testing.

He provided a history of the airplane indicating that it had been at Palm Beach International Airport (PBI), West Palm Beach, Florida where it sat for about 5 years. It was purchased by Edd Conn who could be reached at [REDACTED]. The airplane was flown about 12 months ago from PBI to FXE by Louis Hernandez, who could be reached at [REDACTED] Mr. Whittington relayed a story about the flight to FXE in that the turbochargers were ok on takeoff but there was an issue after becoming airborne.

While at FXE it was in the area of World's Jet ramp, and was maintained by Dave Bettencourt whose contact is [REDACTED] and Donald Pieters whose contact is [REDACTED] Mr. Whittington saw the airplane being run 25 or 30 times since it was near his ramp while at FXE.

On November 30th, the airplane was fueled with 80.2 gallons of 100LL by "KN" of Kevin Newell.

Earlier the morning of the accident date, with 2 people in the airplane, engine runs were performed. During those runs both upper engine cowlings were off. After the engine runs were completed both individuals were around/inspecting both engines.

After the engine runs, a top off of the tip tanks (main fuel tanks) was requested, with a comment that the airplane would be repositioned to New Jersey. The request for the accident airplane's most recent fueling was made by the Donato who was the passenger on the airplane, but the fuel was paid for by the pilot (Eladio).

The airplane was fueled by Albert Role who is not a pilot or mechanic and whom had been employed about 1 year as line-service. The airplane was fueled between 1100 and 1200 hours, and according to fuel records 20.9 gallons of 100LL fuel were added.¹

He reported there have been no complaints from other airplanes fueled from the same source.

An inspection of the fuel farm was performed by NTSB and the fuel filter vessel was not placarded with its most recent filter change. He reported that was because the vessel housing had been recently painted.

The following action items were requested:

1. Video files showing engine runs.
2. Fuel test results.
3. Copy of Ramp fees paid
4. Interview of the fueller by FAA.
5. Location of the maintenance records (likely in the airplane).
6. Fuel truck log sheet.
7. Monthly fuel inspection Test results.

The digest was reviewed with him during the in-person interview.

¹ According to the provided fuel records, the meter start reading for the fueling the day of the accident (849738.4) was within 3.0 gallons of the meter ending reading for the fueling the day before (849735.4) when 80.2 gallons were added.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 20, 2020
Person Contacted: Domingo Bueno
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Bueno was interviewed at the accident site on December 2, 2018, at 1100 EST. He provided a cell phone number of [REDACTED] and advised that he lived in Deerfield Beach, Florida.

He indicated that the accident pilot who lived in New Jersey had been a family friend for years and had taught Donato how to fly, and Donato was not a mechanic.

At the present time, no family members knew why Donato was there. His mom (Lourdes) who can be reached at [REDACTED] might know why he was there. His brother (Juan) who is not a pilot can be reached at [REDACTED]

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 20, 2020
Person Contacted: Donald Raphael Pieters
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Donald Pieters was interviewed at his facility (Hangar 17) at Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida, located at [REDACTED] Fort Lauderdale, Florida [REDACTED] on December 2, 2018, at 1239 EST. Also present was FAA inspector Erik Lee. Mr. Pieters provided a cellular phone number of [REDACTED] and an e-mail address of [REDACTED]

He is the owner of EA Management Services. He holds an airframe and powerplant mechanic certificate, certificate number [REDACTED] but he did not hold an inspection authorization (IA). He indicated he did not have any video from his ramp that captured the accident flight.

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

The airplane's last annual inspection was performed by David Bettencourt. The accident pilot came to him and asked for his help with the airplane; the first contact was August 22, 2018. The accident pilot showed him the condition notice that was put on the airplane by the Federal Aviation Administration. The pilot produced maintenance records and he did a cursory review of them. The pilot advised him that he planned to fly the airplane to New Jersey. He instructed the pilot to contact Mr. Bettencourt and ask him to make entries in the maintenance records that he had inspected the airplane and it was unairworthy.

Mr. Pieters looked at the list of maintenance discrepancies that were provided by the pilot and informed the pilot that the airplane had more issues than what was provided. His personnel

inspected the airplane and stopped the inspection after finding 100 discrepancies. The pilot wanted to get the airplane in a state where he could ferry it to New Jersey. He informed the pilot that the minimum he needed to perform was to comply with an Airworthiness Directive (AD) pertaining to the exhaust. He agreed and all exhaust components applicable to the AD were sent to Plane Exhaust located in Tamarac, Florida.¹ After the work was performed, he installed them. Subsequently the pilot operated the engines and found the left turbocharger leaking oil which prevented a full-power run up. The accident pilot produced a turbocharger that he inspected and indicated looked worse than the turbocharger that was installed. Donald installed the provided turbocharger about 1 week before the accident, but he did not make a maintenance record entry. He also indicated that he advised the pilot that the airplane was not airworthy.

Between August, the accident pilot came to and from FXE and worked on the airplane, but he added that he knew neither person involved in the accident were certificated mechanics.

On Friday November 30th, the accident pilot arrived at FXE about the time he was leaving. He indicated that he informed him don't move the fuel selector. On the same day at 1930 EST, the accident pilot texted him and indicated he was waiting for a taxi, and asked him to stay, but he had left. The accident pilot showed up at 2000 hours, and asked one of his mechanics to borrow a tool box, which was provided. His mechanic left between 2130 and 2200, and at that time the accident pilot was still at the airport. He advised that the accident pilot kept running the engines, and an employee of World Jet (Kevin) noted the pilot running the engines and told him about the airport's noise ordinance after 1900 hours.²

Mr. Pieters indicated that per Kevin Newell the pilot ran and adjusted both engines up to 0300 on August 1st. A second individual (Donato) arrived showed up at FXE about 0230.

On the morning of December 1, 2018, Mr. Pieters met Donato and he told him that he had flown his Warrior down. Mr. Pieters saw the airplane taxiing out for engine runs that were performed away from the ramp, then the airplane returned. The accident pilot told him that the right engine was detonating. He questioned the pilot what was occurring, and based on the pilot's response, he surmised the issue was not detonation, rather, it was a "rich cut", or running too rich. He advised the pilot to adjust the engine-driven fuel pump, by turning the adjustment screw one time. The engine cowlings were installed, and 1 person (Marvin Cabral) noted that 7 cowlings fasteners were missing from one side. After seeing that many he stopped counting.

During the engine runs the night before and the morning of the accident, the engine cowlings were not installed.

He indicated that the maintenance records (ADLOG) were in the airplane when it departed.

¹ Planexhaust Corporation, Repair Station Q6SR742J, Performed the work under Work Orders 34121, 34122, 34123, 34124, 34125, 34127, 34157, 34158, and 34171.

² Please refer to the NTSB public docket for the FAA typed notes of the interview of Kevin Newell.

The pilot had a buddy (mechanic) in New Jersey, and planned to use the airplane for flight training.

The pilot was planning to go to make it to Georgia for lower fuel cost.

Concerned about the condition of the airplane and the pilot wanting to fly it, he called a friend of his to speak with the pilot to advise him not to fly the airplane, but the pilot refused the advice. Because he did not want to be present when the flight departed, he left the airport.

An employee of his (Corey Matthews) took a video of the airplane during departure and he claimed to see white smoke trailing the left engine.

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 20, 2020
Person Contacted: Juan Paulino
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Paulino was contacted on December 2, 2018; the time was not recorded. He provided a cell phone number of [REDACTED]

He last spoke with Donato on November 30th at about 1700 hours local. Donato owned an airplane at the DeLand Airport, and told him he was going to fly in the airplane with the pilot to New Jersey. The accident pilot lived in New Jersey and Donato lived in New York. Donato was not mechanically inclined.

He indicated that the accident pilot called his brother and asked if he could come to Fort Lauderdale. He believed both flew commercially.

The pilot's son who was an adult had a phone of [REDACTED]

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 20, 2020
Person Contacted: Andreina Casanova
NTSB Accident Number: ERA19FA060

Narrative:

Ms. Andreina Casanova was interviewed at the accident site on December 2, 2018, at 1144 EST. She provided a cell phone number of [REDACTED] She provided an e-mail address of [REDACTED]

She indicated that she is an employee (behavior analyst) for Positive Behavior Supports Corporation (PBS Corp). The director is Claudia Axelrod who can be reached at [REDACTED]

On the date and time of the accident, she was inside the building. A total of 6 children and 10 adults were inside. She estimated that all evacuated the building within about 30 seconds. A witness who was in a parked car (Jose Farfan) who was also a parent of one of the children can be reached at [REDACTED]

None of the occupants went to a hospital for treatment. The one individual who sustained a concussion was Ailen Musteller, was inside the office at the front door.

She indicated that they have interior video. They heard 3 explosions, the first occurring within about 1 minute.

The digest was reviewed with her during the on-site interview and she agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 20, 2020
Person Contacted: Lenny Gomez
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Lenny Gomez was interviewed at the accident site on December 3, 2018, at 1746 EST. He provided a cell phone number of [REDACTED]

He indicated that Donato flew on JetBlue from LaGuardia departing about 0100 on December 1, 2018, and arrived in Fort Lauderdale, Florida about 0400.

That same day about 1146, while Donato was having lunch they talked and he asked Donato how it was going. He advised everything was good to go and they would do 3 touch-and-go landings to check the airplane and would then depart. That was the last call.

He indicated that he and Donato had owned a Piper PA-28-151 airplane and Donato owned a PA-24-250.

He indicated that Donato was mechanically gifted but was not a certificated mechanic. The accident pilot had been working with a mechanic in Linden, New Jersey.

With respect to the recovered phone from Donato, it should be returned to his widow Maureen Bueno.

Mr. Gomez relayed that recently there had been issues with not enough rpm, though he was not sure what engine that was. The same issue presented itself about 1 month earlier, which was diagnosed as too low rpm. It was determined that a turbocharger was no good, and a replacement was obtained.

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 10, 2018
Person Contacted: Gary David Freiburger
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Gary D. Freiburger contacted NTSB on December 3, 2018, at 1845 EST, via an e-mail to eyewitnessreport@ntsb.gov, and offered the following verbatim account pertaining to the accident airplane. He also provided a phone number of [REDACTED]

“Hello,

My name is Gary D Freiburger.

I am an aircraft owner / pilot based at KFXE. Ft Lauderdale, FL.

On Friday, 11/30/18, I was at the World Jet hangers, looking at my plane, N3490R, after it was detailed. I noted an aircraft at an adjacent hanger starting & running. The Port engine was being run. It did not want to stay running, at lower power settings. It acted as if it had water in the gas. Lots of popping & then would die. The engine died a number of times, before it did not run again. The plane was a twin Cessna, white / tan [striping], N 79HP[.] The people (MECHANICS?) running the engine, did various things outside in the engine compartment & then restarted. Numerous time is popped & shut down.

Saturday, morning, I went back to FXE to check in on my plane to see if it was tied down & maybe do a short flight. While there, I noted a plane had taxied out of the World Jet ramp area & was on the taxiway, leading to the Sierra intersection. They stopped & were doing engine runups for what seemed quite a while. I heard the same popping & then stopped my work to see that it appeared to be the same plane, as I had seen Friday. A few more minutes went by when I saw N79HP, taxi out of the Sierra intersection onto taxiway Foxtrot. It taxied past me. Running smoothly. I was very surprised to see it taxiing out, presumably to take off. I remember thing, “They are not really going to test fly it, are they?”

What seemed like 10-15 minutes later, after a few other departures, I saw & heard 79HP had taken off. It passed by me, running & sounding strong, no sign of any issue.

Not long after that I heard the firetrucks zooming off the airport, but never expected to hear that an aircraft went down.

I hope that any info I have stated will help in the investigation.

Gary Freiburger

N3490R

██████████”

On December 10, 2018, at 1000 EST, Mr. Gary Freiburger was contacted by phone at ██████████

██████████ His e-mail address is ██████████

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he does not know any of the occupants. He owns a 1968 Cessna 182L which is based at KFXE. His maintenance is done by Schmidt Aviation. He indicated that he is a private pilot with airplane single engine land rating, and has about 2,400 hours total flight time. He provided an address of ██████████ Fort Lauderdale, Florida ██████████ He has flown for about 30 years, and has been an airplane owner for about 28 years. He is not an aviation mechanic, but is mechanically inclined.

He began the call by stating that he did not actually witness the accident, but had details about the airplane the day before and day of the accident. He provided the following timeline for:

November 30, 2018 – He picked up his grand-daughter about 1500, and because she asked him to see “your airplane”, he went to FXE, arriving there between 1530 and 1600. He was at the World Jet east hangars near the main office¹. His airplane had had some corrosion control work done, and he wanted to check it out. He heard an airplane engine being run at a nearby hangar² and reported the twin-engine airplane was facing the hangar. He looked and only noted that the left engine was running; the engine runs lasted between 15 and 20 minutes. He reported that during low rpm’s, hearing popping, backfire, and then the engine quit. The engine was restarted, and the same symptoms occurred. When the left engine was operated at higher rpm the engine ran better. He noted a person (black male) whom he had seen 1 or 2 times before exit the airplane, and when asked if he knew who it was he reported no. A person began looking at the left engine and did some kind of adjustment. His four year-old grand-daughter asked, “we’re not

¹ Using Google Maps during the call he was located at 26.201820°N and -080.158367°W.

² Using Google Maps during the call N79HP was located at 26.202146°N and -080.158703°W. A portion of the engine cowling was off or open at the time of the engine run. He did not know if it was the type of engine cowling that could be propped open.

going to fly in that airplane?” He then left the airport. While at FXE he did not speak to anyone or discuss N79HP. Based on his experience as an airplane owner and pilot he guessed the poor engine sounds due to being either water contamination, bad fuel, or possibly an ignition issue. He did not get close to the airplane.

December 1, 2018 - He arrived at KFXE between 1030 and 1100, and went to his airplane that was located in the “Boneyard ramp³.” He was waxing his airplane and heard an airplane on the taxiway with an engine(s) running up and a “pop pop” sound. He looked and saw a twin-engine airplane with tip tanks located east of his position estimated to be about 1/8 to 1/4 mile⁴. He went back to his business and about 10 to 15 minutes later, saw an airplane⁵ taxi onto taxiway “F.” He saw the airplane taxi past him and noted the engines sounded “good and healthy”, adding that “everything sounded normal”, and, “while taxiing the airplane sounded clean.” He noticed that between 3 and 5 aircraft departed runway 9, then he looked up and with a view of the left side of the airplane, saw the twin-engine airplane fly past his position reporting that, “both engines were producing good power.” He reported that the airplane was in a positive rate of climb in a wings level attitude with the landing gear was retracted. The “engines sounded strong” and the airplane was at an estimated altitude of 200 feet above ground level. He did not see any smoke trailing the airplane adding that at that moment, “everything appeared normal.” He went back to his duties and did not witness the accident. About 4 to 6 minutes later, he heard fire trucks and ambulance leave FXE, but at that time did not know an airplane had crashed. A single engine commander type airplane with 3 people returned to the World Jet ramp and after he went there, one of the occupants of the airplane advised him that the airport was closed due to the accident.

He indicated he was rather surprised the airplane was flying in light of the engine issues the day before and also that day.

He could not tell if the airplane used the full length of the runway for takeoff.

³ Using Google Maps during the call he was located at 26.201050°N and -080.163124°W. His airplane faced north and was located to the left of a large twin-engine turbo propeller airplane. His airplane has a blue engine cowling.

⁴ Using Google Maps during the call the twin-engine airplane was located at 26.201283°N and -080.161006°W. He correlated this airplane to be N79HP. Using a ruler function in Google Earth he was located about 0.12 nm from the airplane.

⁵ He noted it was same airplane (N79HP) that he had heard and seen before.

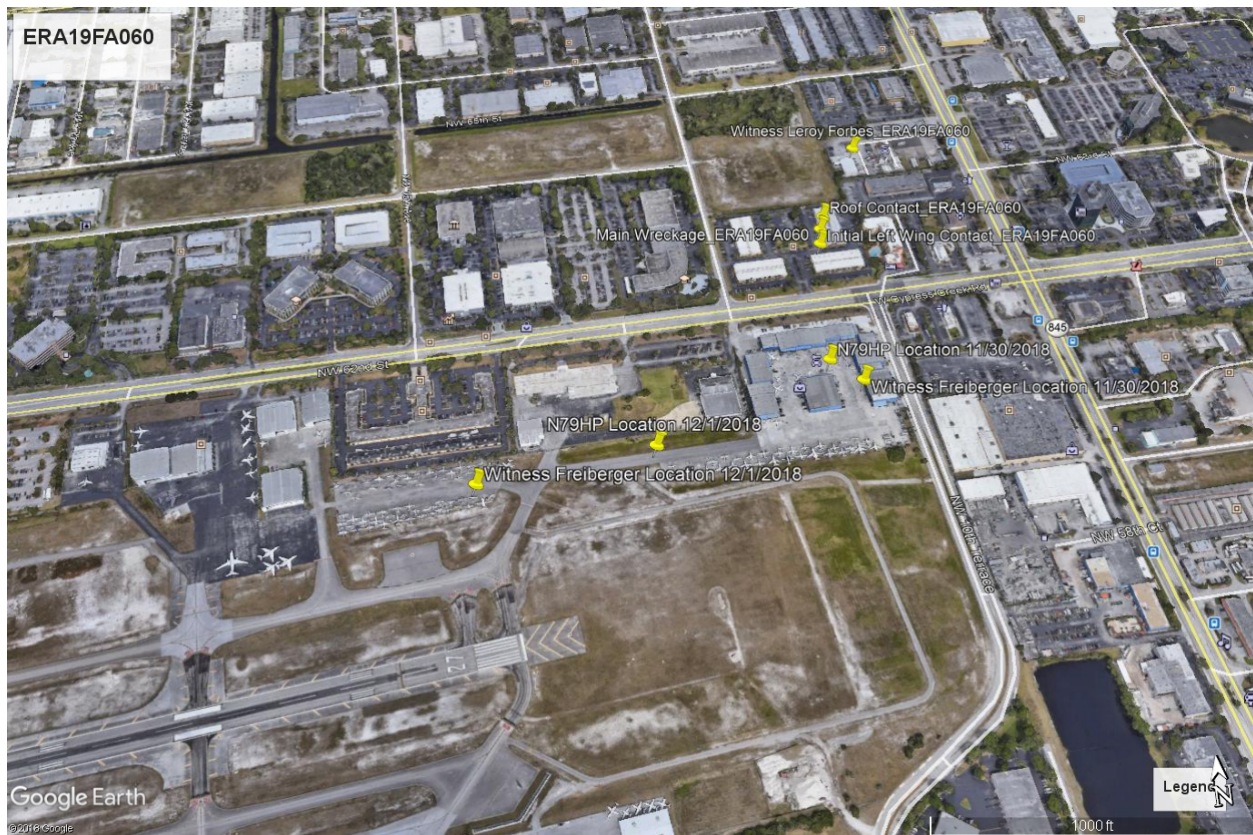


Figure 1: Google Earth Plot documenting reported witness, airplane, and accident locations.

The digest was e-mailed to him for review on December 10, 2018. He replied the same day at 1627 EST with changes that were incorporated into the narrative in “Track Changes” mode. The corrected digest was e-mailed to him the same day, and he replied on December 11, 2018, at 0858 EST, with, “***Hi Tim, Not sure IF my response went thru. The corrections are good. I will accept that as my statement....***”



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 10, 2018
Person Contacted: Thomas J. Madden
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Thomas Madden contacted NTSB personnel in Washington, DC, on December 4, 2018, and advised that he was an Airframe power-plant mechanic and had information concerning the pilot of the accident airplane.

Mr. Madden was contacted by phone on December 10, 2018, at 0959 EST, and left a voice mail message. He was called at [REDACTED]. He returned the call the same day at 1026 EST, but NTSB was conducting another witness interview. He was called the same day at 1112 EST, to the same phone number. His e-mail address is [REDACTED].

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He is 57 years old, and holds a commercial pilot certificate with airplane single and multi-engine land, instrument airplane ratings. He also holds a flight instructor certificate with airplane single engine, airplane multi-engine, and instrument airplane ratings. He holds an airframe and mechanic certificate, which he obtained in 1983. His certificate number is [REDACTED]. He has about 4,000 hours of total flight time, and 1,000 hours in multi-engine airplanes. He works for a major airline as their northeast regional training maintenance coordinator. He is based out of Linden, NJ airport, has been there for 30 years, and owns a Piper PA-28-161 (Warrior) airplane.

He has known the pilot (Eladio¹ Marquez) for about 10 years. They met in a flight instructor refresher Clinic (Aviation Seminars). Mr. Marquez approached him two years ago and indicated that he wanted to get his airframe and power-plant certificate², and asked if he could work with him to get the practical experience required. Mr. Marquez did work with him about 4 to 5 hours each night for the past two years and some weekends, assisting in the performance of but not limit to 100-Hour and 50-Hour inspections, strut re-packs, magneto replacement, magneto timing to engine and setting E-gap, gear swings, adjusting metered and un-metered fuel pressure, idle, and idle air fuel mixture. The work also involved working with fiber glass, sheet metal repairs, painting, refinishing work etc., brake re-lining, brake rotor replacement and tire and tube replacement & balancing, removal and replacement and refurbishing of interiors and weighing of aircraft. Mr. Madden did not keep any type of log documenting the amount and type of work performed by him.

While he was not sure how much flight time Mr. Marquez had, he reported he was a first officer candidate or, in a training program for Mesa Airlines at one time. He flew with him in single and twin engine airplanes, reporting that during 1 flight (night flight) about 8 to 9 months prior to the accident in a Cessna 310R, Mr. Madden simulated unannounced zero thrust for one of the engines and Mr. Marquez miss-identified which engine and incorrectly applied the wrong rudder pedal input. He restored engine power and sometime later in the flight again simulated unannounced zero thrust of the opposite engine. He reported that Mr. Marquez again miss-identified which engine and incorrectly applied the wrong rudder pedal input. It's worth mentioning that the date of the flight, Mr. Marquez's work day started at 0400, and at the time of this flight it was approximately 2100 hours. He (Mr. Marquez) was in the right seat which had no flight instruments on that side (just the engine instruments). He restored engine power and afterwards suggested Mr. Marquez obtain additional flight training before picking up the C335. At that this time Mr. Marquez indicated he was enlisting the help of a safety pilot when the C335 was ready for pick-up. He thought his name was Alex.

Mr. Madden reported that Mr. Marquez had purchased a C335 in an online auction one year ago in Florida sight unseen for \$50,000³. After Mr. Marquez released the funds; the seller then sent him the maintenance records for the airplane. Mr. Madden noted only 1 previous entry for one out of date annual inspection with very few details of work performed logged for that annual. The records he inspected did have paper copies of Airworthiness Directives. Mr. Madden was not aware what Mr. Marquez intended to do with the airplane. When Mr. Madden asked Mr. Marquez why did he buy the airplane he told me he didn't expect to win the bid. From the picture and description he thought the aircraft was worth much more. He still seemed to think it was a good deal. I told him this was a big mistake and to get your money back.

¹ Referred to him as Elario during the phone call. FAA records reflect his first name is Eladio.

² FAA requires 18 months of practical experience with either powerplants or airframes, or 30 months of practical experience working on both at the same time. An alternative to the experience requirement is to graduate from an FAA-approved Aviation Maintenance Technician School. An individual is required to pass a written test, an oral test, and a practical test.

³ Mr. Madden reported that the pilot's wife was not aware and became upset that her husband had bid on and won the purchase of the airplane, which put a strain on their relationship.

Mr. Marquez found that the airplane was not as it was advertised. It was in very poor condition and had a lot of visible corrosion. The de-ice boots were falling off, or, they had to be removed because they were in such poor condition. All of the original log books were missing. One engine was not running properly or would not run at idle. It was inconceivable that the airplane had just been repositioned from PBI. Mr. Marquez contacted a maintenance repair facility on the field (KFXE). This shop removed all four magnetos, and one engine-driven fuel pump. These parts were sent to a repair station for overhaul, or repair. One or both of the engines fuel flow divider(s) was/were also replaced. Mr. Marquez went down and assisted this shop several times.

Prior to several of his visits Mr. Marquez was informed that the airplane was ready⁴, but when he arrived the airplane was not ready. During one of the visits, one of the landing gear doors went missing. During another visit the new aircraft battery was removed and one of the new vacuum pumps went missing. Mr. Marquez found a serviceable landing gear door. Again, he was told the airplane was ready, but when he arrived, he was told that the compliance with Airworthiness Directive (AD) 2000-1-16 was in question. This AD required removing the exhaust system of both engines and sending to a designated facility for testing. This was to detect and correct cracks and corrosion in the exhaust system, which could result in exhaust system failure and a possible uncontrollable in-flight fire.

An unapproved temporary repair was made (application of epoxy) made by the first maintenance facility (shop 1) to facilitate engine testing without a fuel leak. Mr. Marquez asked the shop I.A. to sign-off the annual and all the work that they had performed except for AD 2000-1-16. When this was accomplished Mr. Marquez took the airplane to another shop on the field. (MX Shop II). This shop insisted on re-doing the annual inspection and sent the exhaust systems to a repair station. Exhaust parts were quoted at \$8k, with labor of \$5k just to comply with AD 2000-1-16. Mr. Marquez through a video conference with MX Shop II (shop II put his phone into the wing so that Mr. Marquez could help guide and locate this temporary repair). This was a rigid fuel line that MX shop II replaced at Mr. Marquez direction. MX Shop II had the illustrated parts catalog (IPC) pulled up and said on that call they were going to order a line. That was the last item left on this airplane that he was aware of. Mr. Marquez told me he was going down to Florida but did not mention if the airplane was ready or not.

Mr. Marquez showed Mr. Madden a text with pictures that shop II sent that showed four AMT's working on the C335; two on each wing. The text said something to the effect of, "I have four guys working on your aircraft @ \$400 dollars an hour." During the course of about 1 year he would have thought that would have been enough time to repair the airplane and approve it for return to service.

Mr. Madden indicated that the cost to park the aircraft at KFXE were mounting in addition to airline tickets purchased to fly back and forth to NJ.

Mr. Madden suggested that NTSB obtain the text messages to and from the pilot regarding the maintenance. He was informed that NTSB did recover 2 cellular phones from the accident site.

⁴ Most communication about the airplane was by text message.

Mr. Madden knew the passenger casually, and had worked briefly on his Piper PA-24 airplane which was kept at KLDJ. He described the work to that airplane involved a complaint that the engine was not developing full rated power during takeoff. He operated the engine and actually test flew it and determined the engine was developing full power and there was no engine discrepancy or issue.

Mr. Madden indicated that post-accident he listened to an audio recording from FXE air traffic control tower on LiveATC.net. He heard the transmissions from an occupant of the airplane and reported both were from the passenger.

Mr. Madden was asked if he had a contact for the pilot's wife. He advised that Ishmael would that information and he would provide to NTSB. Mr. Marquez had a 11 year-old son who is very knowledgeable about aviation.

The digest was e-mailed to him for review on December 10, 2018. He replied on December 12, 2018, with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on May 11, 2020.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 7, 2018
Person Contacted: Luis A. Hernandez
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Luis Adan Hernandez was contacted by phone on December 5, 2018, at 0938 EST, and left a voicemail message. He was called at [REDACTED]. He returned the call the same day at 1353 EST, from the same phone number. His e-mail address is [REDACTED].

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He holds an airline transport pilot (ATP) certificate with airplane multi-engine land rating¹. He also holds a flight instructor certificate with ASE, AME, and IA ratings. He has about 15,000 hours total time, and about 150 hours in Cessna 300 series aircraft. His certificate number is [REDACTED].

About 9 months ago², he was tasked with flying N79HP from Palm Beach International Airport (PBI), West Palm Beach, Florida, to the Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida. He described the flight as a, "really really really bad flight." He was hired

¹ FAA records indicates at the ATP level he is type rated in DA-10, DA-50, DA-200, EA-500S, G-100, G-1159, HS-125, IA-1125, IA-Jet, LR-Jet. The G-100 and IA-1125 are second-in-command only. He also holds an airframe and powerplant mechanic certificate (same certificate number) issued January 27, 2010, and inspection authorization (IA) issued March 2017. He holds a commercial pilot certificate with airplane single engine land, and rotorcraft helicopter ratings.

² He was unable to provide an exact date of the flight

(received pay) by Mr. Edd Conn³ to fly the airplane from PBI to FXE. He indicated that Mr. Dave Bettencourt provided him paperwork for the ferry flight.

He went to PBI and inspected the airplane. He noted extensive corrosion everywhere and reported the airplane looked “ugly.” He asked Dave Bettencourt if he had performed a retraction check of the landing gear in preparation for the ferry flight and he indicated he had not. Dave asked him if he wanted to have the landing gear fixed down for the flight, and he replied no, adding that if he had a problem he wanted to be able to be able to retract the landing gear. He performed 2 engine run-ups before departure. The first occurred before fueling and the second after the airplane was fueled. During both run-ups of both engines he checked the magnetos and cycled each propeller. He added that the cycling of each propeller was done by moving each propeller control from full forward or low pitch aft towards the feather position and listening for a change in sound consistent with each propeller going towards high pitch. He noted each magneto drop was about 30 which surprised him. After the first run-up he had the airplane fueled filling each main and the auxiliary fuel tanks. He did that because the fuel quantity gauges were inoperative. During static full rpm checks each engine was developing within 20 to 25 rpm of maximum static red-line rpm.

He departed from runway 9R, and on rotation both engines were about 25 rpm shy of maximum red line rpm. Just after rotation the left engine rpm dropped to about 2300, while the right engine rpm was still about 25RPM below red line. While maintaining “shy” of blue line airspeed, the airplane was only climbing 100 feet-per-minute (FPM), which he described as “scary.” He attributed the poor performance to the engines not producing full power, though both manifold pressures readings, and engine temperature readings were normal⁴. The flight continued straight ahead towards the shore where he stopped the climb and accelerated to about 120 knots indicated airspeed, and then continued the climb between 200 and 300 FPM. He stopped the climb and flew south along the shoreline where he leveled off at 600 feet above ground level, always looking for a place to land.

Because of the mis-matched rpm in-flight, he brought the right rpm back to match the left, and the left engine then began to operate better. When he arrived at FXE about 18 minutes later, the airplane had accelerated to about 150 KIAS. He landed uneventfully with no flaps, and after landing told Dave Bettencourt the airplane was a, “real piece of *” and he told Mr. Edd Conn of Conair Jet Sales LLC not to fly the airplane because it was unsafe. The flight controls were good.

He was asked how long the airplane was at PBI. He responded he was not sure, but the seller told him it was there for 5 years. He was asked if he saw the maintenance records and he indicated he did not.

³ Mr. Conn is the President of Conair Jet Sales LLC

⁴ He did report that the right tachometer needle was bouncing 150 rpm

The digest was e-mailed to him for review on December 7, 2018. He replied on December 10, 2018, at 1807 EST with changes that were incorporated into the narrative. The corrected digest was e-mailed to him on December 10, 2018.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 20, 2020
Person Contacted: Edd Conn
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Edd Conn of ConAir Jet Sales LLC was contacted on December 7, 2018, at 1107 EST. The phone number was not recorded. He provided a mailing address of [REDACTED] Oviedo, Florida [REDACTED] and an e-mail address of [REDACTED]

He indicated that the airplane which had previously been operated in the Bahamas was maintained by a mechanic from the Bahamas that worked at Palm Beach International Airport (PBI), West Palm Beach, Florida. He doesn't recall the mechanic's name, but the individual whom he bought the airplane from (Bill Johnson) would know who that person was. He bought the airplane in January or February 2018, offering Bill Johnson \$30,000.00. He can be reached at [REDACTED]. He saw the maintenance records and noted there were entries only going back 3 to 4 years.¹ He did say there were work orders available among the records. After his purchase, Dave Bettencourt looked at the airplane at PBI for the intended ferry flight.²

He had Luis fly the airplane for free (not paid for the flight) from PBI to Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida.³ After that flight he was told by Luis not to let anybody fly it, "or they will go kill themselves."

He had only owned it for 1 to 2 weeks.⁴ The only thing he filed for this purchase with the FAA was the Bill of Sale.⁵

¹ A review of the maintenance records found in the wreckage revealed the 1st entry was dated 9/20/2017.

² According to the FAA, there was no ferry flight permit issued for the flight from PBI to Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida.

³ According to Luis Hernandez, he was hired (received pay) to fly the airplane. Please see NTSB Record of Conversations in the NTSB public docket for this investigation.

⁴ According to the FAA registration records, Conair Jet Sales LLC purchased the airplane on August 14, 2017, from

He was initially intending to have an annual inspection performed and paint the airplane, then planned to sell it. He took the airplane to Dave Bettencourt, who began inspecting the airplane. During the inspection a problem with a turbocharger (intermittent) was noted but he did not recall what side. It seemed like the airplane needed more work, calling it a “bag of worms”, so after input from Luis and Dave Betterncourt, he decided to sell it.

The airplane was listed/posted on ebay and was represented as needing an annual inspection.

The pilot called him and he (Edd Conn) told him that the airplane had sat 4 to 5 years, and that the engines seemed to make power. It was sold through ebay to an individual from New Jersey, but before money exchanged hands the individual spent 2 to 3 days running up the airplane. When the buyer showed up he was told it needed an extensive annual inspection. As part of the sale all records were given to the purchaser. He did no photograph or copy any of the entries and did not make note of the date of the last annual inspection.

He reported the buyer was not happy with the airplane. After the sale, he talked by phone with the person who had bought it and was told, “it was a piece of *”. He reportedly told the person if he was not happy he would give the money back and the individual said he would fix it. The new owner gave “bad” feedback on ebay, which made his rating go from 100% to 97%.

Currently, he doesn’t have any records associated with the accident airplane.

He was asked to provide:

1. A copy of the ebay advertisement/posting
2. Determine the date sold to the buyer
3. Determine when the buyer paid for it

The call ended.

He called back the same day at 1148 EST from [REDACTED]

He indicated that the airplane posting on ebay was 263421378310, and it was sold on April 26, 2018, for \$36,100.00. It was sold to a person with an ebay ID of Eladio123. The bad feedback was also the same date.

He could not access the ebay advertisement/posting because it was over 90 days ago. With respect to the funding, he received an incoming wire for \$28,000.00 from Archie Collum Milton on April 10, 2018. It was drawn on the New York city bank.

ExecuJet Service, Inc. Although the date sold to the accident pilot on the Bill of Sale was not completed, a stamp from FAA indicated it was recorded on February 6, 2018.

⁵ According to the FAA registration records, a Registration Application dated September 20, 2017, was filed with the FAA on October 25, 2017.

He was asked if he had any pictures or verbiage from the posting and indicated he did not have them.

Since selling to the pilot he subsequently found a key to the door but threw it away.

The digest was reviewed with him during the calls and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 7, 2018
Person Contacted: Alexander Glovatski
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Alexander Glovatski sent an e-mail to NTSB on December 3, 2018, advising that he had information about the accident airplane. On December 7, 2018, at 1444 EST, he was contacted at [REDACTED] and left a voice mail message. He immediately sent a text message asking to be texted, which he was. He called the NTSB the same day at 1513 EST, from the same phone number. His e-mail address is [REDACTED]

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He holds a private pilot certificate with airplane single and multi-engine land ratings. He has about 1,200 hours total time, of which about 200 are in multi-engine airplanes. Most of his flight time is spent in Aerobatic airplanes. He indicated that he lives in New York and has been a friend of the pilot for about 1 year.

When the pilot purchased the accident airplane, he approached him to get proficient. This past summer, he and Mr. Marquez flew about 10 hours in a Cessna 340A (N340BK)) that was owned by a friend of his. The flight time included takeoff's, landings, and bailed landings, and included 40 landings. The flights were also done in day, night, and dark night conditions. He was not sure how much multi-engine flight time Mr. Marquez had, but indicated that he had flown a CRJ for an airline, though he was not sure which one. He indicated that Mr. Marquez left the airline for pay reasons, and went back to flight instructing, adding that he was very thorough. After purchasing at one point Mr. Marquez advised him he thought someone was stealing parts.

With respect to the accident airplane, Mr. Marquez wanted him to fly the airplane to NY. He traveled from New York to Florida, three times to fly the airplane, but during each visit the airplane was not safe for the intended flight. His last trip to Florida was on November 3-4, 2018. During each of his visits the airplane appeared to be getting better, but he thought that work was only being done to the airplane when Mr. Marquez was in town. Mr. Marquez had spent about \$40K working on the airplane, of which \$6K was recently spent on the exhaust. During one of his visits he noted the altimeter indicated 98,000 feet. As such, he was concerned about the altimeter or static system.

To show the condition of the airplane, he mentioned that during his first visit he brought an airline captain with him. As they approached the airplane from a distance, the captain said the airplane wasn't worth the work needed. During his inspection, a landing gear door it fell off. No engine runs were performed on his first trip.

During his second trip, fuel began leaking from all over the airplane after it was fueled. No engine runs were performed. A different mechanic was present during this visit.

Before the last visit, he (Mr. Glovatski) asked Mr. Marquez about the status of the airplane, and was told that an annual inspection had been completed, and the last work involving the exhaust that had to be done, was completed. Mr. Marquez told him that the airplane was ready for the intended flight. He flew down by himself because Mr. Marquez was already in Florida. He did not see the maintenance records.

On November 3rd, he arrived at FXE late. At that time, the airplane was at hangar 17 near World Jet. An African-American person/mechanic who runs hangar 17 operations and whom has a Russian wife told he and Mr. Marquez (they were together at the time of the comment) that the airplane was ready, but when asked if the mechanic used the word airworthy, he said he did not. The mechanic advised that after takeoff to cycle the landing gear, and the airplane would be OK for the intended flight. Using his own developed checklist, he did a preflight inspection of the airplane. He also did full power runs to both engines with the upper cowlings for both engines off. About 40 seconds into the full power engine runs a "huge oil leak" in the left engine occurred which put out 3-4 quarts of oil in about 10 seconds, spraying onto the pilot's side window. The airplane was brought back to the hangar and the oil leak was attributed to be from a loose oil hose b-nut. He also thought the leak was attributed to be from near the propeller. Several other loose hoses in the engine compartment were also found. The following day (November 4th) he returned to FXE and again ran both engines to full static rpm with the upper cowlings removed. About 25 seconds in the full-power engine runs, the right engine lost partial power. He attempted to restore power using the auxiliary fuel pump in the low and high positions but there was no affect. The airplane was brought back to the hangar and a mechanic adjusted the fuel setting, which he thought was weird because the engine had been running then lost power, which to him did not sound like an adjustment issue. Following the adjustments during a subsequent full power engine runs near the hangar, the left turbocharger failed.

He subsequently told “them” the airplane was not ready, and suggested the pilot have the engines removed and sent to a repair station, and the airplane be disassembled and shipped to NY, where he could spend a year working on it. He reported having videos of the engine runs, and also numerous pictures. He was asked for a copy of the videos and pictures and advised he would provide.

He reported that during his multiple visits several different mechanics were present. He was asked if he would remember a name and was provided Donald Pieters, but he said that did not sound familiar.

The digest was e-mailed to him for review on December 7, 2018. He did not reply. He was also asked to provide a written statement and did not comply with that request.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 11, 2020
Person Contacted: Kanji Ishii
NTSB Accident Number: ERA19FA060

Narrative:

Mr. Kanji Ishii contacted NTSB by phone on December 12, 2018, at 1331 EST. He called from [REDACTED]. He provided an e-mail address of [REDACTED].

He indicated that he is a student pilot in the U.S. and was working towards obtaining a private pilot certificate. He was not a mechanic and had no multi-engine airplane flight experience. The accident pilot was his flight instructor, and had flown with him about 150 hours, in a Piper PA-28-180 [REDACTED] that was owned by the accident pilot.

He had known the accident pilot a little more than 3 years, adding that they met through a friend in New York.

The accident pilot had owned the accident airplane for about 11 months¹, and he had trained on a similar make and model airplane as the accident airplane in New Jersey.² Since owning the airplane, it was maintained at 2 different facilities at Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida. In his (Mr. Ishii's) opinion, he felt the mechanic of the 1st facility was unprofessional, and the accident pilot told him the 1st maintenance place, "was weird", and that he had been dealing with them for about 6 months. He relayed that the accident pilot informed him nothing happened for 6 months, despite word from an individual that the airplane was ready.

¹ According to the ebay posting, the bidding period for the accident airplane ended on January 12, 2018. According to the Federal Aviation Administration registration records, although the bill of sale was undated, an electronic stamp on the front and back pages reflected February 6, 2018.

² According to Mr. Thomas J. Madden, who was a certified flight instructor and friend of the pilot, he reported flying with the accident pilot about 8 to 9 months before the accident in a Cessna 310R. Refer to NTSB Record of Conversation contained in the NTSB public docket for this investigation. Mr. Glovatski reported to NTSB flying with him for about 10 hours in a Cessna 340A.

Mr. Ishii also indicated that Dave (1st mechanic) had informed the accident pilot that he knew a person who wanted to buy the airplane, and he had been kicked out of a hangar. For those reasons, the accident pilot found a 2nd mechanic located next door to the 1st mechanic's hangar and changed mechanics.³ Mr. Ishii indicated that he had never met the new mechanic, but the accident pilot was informed by him that the airplane would be ready in 1 to 2 weeks.

On a Saturday in either August or September 2018, he flew commercially to Fort Lauderdale/Hollywood International Airport (FLL), Fort Lauderdale, Florida and took an Uber to FXE. The reason for his was because the accident pilot asked for his help to bring the accident airplane to New Jersey, where he wanted to have maintenance performed.

The accident pilot arrived at FXE the day before he did. On Friday evening or Saturday morning, the accident pilot told him the airplane was ready for the intended repositioning flight to New Jersey, but sometime after his arrival he noted or was informed that the maintenance that was supposed to have been done the day before was not completed, and the airplane was not ready.

During his 2 days while at FXE, he indicated that Dave, who was the owner of the 1st repair facility, his son, and a non-certificate mechanic worked on the accident airplane. Dave was present during the day, and during the evening a different person and his son started working on the airplane a "little bit." He relayed that Dave was going very slow in ordering parts. He (Mr. Ishii) even went with a mechanic to a parts shop near FXE Saturday about 1200, and parts were purchased but the mechanic was pushing off ordering parts until later.

When he arrived, the airplane was "not ready" for the flight. During his brief visit he saw maintenance being performed that he described as "not professional." At the time he first saw the airplane, all inspection panels were removed. Initially, the engines could not be started because a battery was not installed. The accident pilot asked Dave if the brand-new battery that he had purchased was ready and they produced an "old" battery, to which the accident pilot reminded them he had paid to purchase a new battery. Mr. Ishii gave an example of what would be described as poor maintenance when while working on one of the engines, he noted screws missing. A mechanic went into the hangar and took a similar screw off another airplane and then installed him install it on the accident airplane. He told the accident pilot to switch mechanics.

On Saturday evening (first night of his arrival), the airplane was fueled, and about 5 minutes after the fuel truck left and the fuel cap was closed, fuel was leaking (pouring) from the middle of the left fuel tank. The accident pilot stated that there had been a fuel leak a couple weeks earlier, but they could not find the location. It was believed to be from the auxiliary fuel tank. Mr. Ishii advised that the accident pilot told the mechanic to fix that issue at that time. The airplane was towed to the hangar and the night shift mechanic replaced a part (valve) under the left wing that same night, which stopped the fuel leak. That work was done at midnight. The engines were run the next morning and both engines were started and ran OK to near or close to

³ According to Mr. Donald Pieters, the accident pilot first came to him for assistance on August 22, 2018. For further information concerning maintenance that was done at his facility please see NTSB Record of Conversation in the NTSB'

full power. He was in the right seat during that time and had to press the brakes because the airplane began moving forward at high power; power was then reduced. At or near full throttle, he did not recall the engine readings. He did take video at that time.

A mechanic said that he could not sign off the airplane due to an adjustment issue, adding that Dave was doing the adjusting. Although he did not know what the issue was because from his vantage point the engine pressure gauges were reading satisfactory.

On Sunday morning, he and the accident pilot were at FXE about 0800. They had to wait for Dave (Bettencourt); he arrived about 1000 hours local. After arrival the airplane was moved from the hangar to the ramp for engine runs, which were run by the accident pilot who was complying with instructions from the mechanic (Dave) who was outside the airplane. During the engine runs the upper cowlings for both engines were removed. After the engine runs were performed, he (Mr. Ishii) helped the accident pilot install both upper engine cowlings while the mechanic was present.

A problem with the turbocharger was identified which was delaying a sign-off, which occurred about 2 weeks before the accident.

Mr. Ishii's feeling about the mechanic's shop was that it, "was [a] very strange shop."

He (Mr. Ishii) flew back Sunday evening.

Since the August/September time frame, the accident pilot told him about issues with the airplane. He was informed that the mechanic (Dave) was holding off providing a sign-off in the maintenance records, but eventually did provide this at the end.⁴ The accident pilot informed him he got the maintenance records back, but he (Mr. Ishii) never personally saw them.

The week before the accident, the accident pilot went to Fort Lauderdale, Florida with the intention of flying the accident airplane to New Jersey. At that time he (Mr. Ishii) asked him if the airplane was ready, and the reply was yes. Three days before the trip he (Mr. Ishii) got a new job which prevented him from making the trip and flying back to New Jersey with the accident pilot in the airplane. At that time, he told the accident pilot to make sure the airplane was ready to be flown, and he replied that if the airplane was not ready he would fly back commercially.

At the time of the accident, he (Mr. Ishii) was out of the country for work. He was informed of the accident by the pilot's son. He indicated that he was shocked, and immediately went on Google search and saw news about the left engine fire.

⁴ According to the maintenance records that were found in the wreckage, the sign-off for the airplane's last annual inspection in the airframe maintenance records was dated July 18, 2018. No determination could be made as to when the entry was actually made.

The digest was e-mailed to him for review in Track Changes mode only on May 19, 2020. He responded with comments on May 23, 2020, at 1613 EDT, which were incorporated into the narrative. The final digest was e-mailed to him on May 26, 2020.