

CONQUEST AIR CARGO

Your Daily Air Freight Solutions!

August 31, 2020

Re; NTSB Formal Statement Request/N900DT

Attn: Mr. Timothy W. Monville/Senior Air Safety Investigator

Dear Sir,

I met Captain Nissan Giat, 1st Officer Joaquin Ricalde, and 1st Officer Ricardo Jimenez on Monday August 24, 2020 at approximately 9:45 am when they arrived on N900DT at Sheltair FBO (OCF). I was with my girlfriend (Claudia Rey) and our 4 month old baby (Ella).

We witnessed the aircraft taxi onto the ramp and being met by Sheltair personnel. We then walked onto the ramp to say hello to the three crew members. We took pictures next to the aircraft. All of the crew members told me the aircraft was flying excellent and how beautiful our baby was since it was the first time they had seen her (Ella).

Regarding fuel, I spoke directly to Captain Nissan Giat and asked him if he needed fuel, that I had a credit card and that it is "FBO etiquette" that we take some on? Nissan replied, they had roundtrip fuel and fuel was not necessary, that just pay the \$50 landing fee. Which I did with a company debit card. I did not personally inspect the fuel tanks, or cockpit, therefore I did not see the fuel quantity guage.

Prior to departing, the three crew members came into the FBO, used restroom, had a cup of coffee, and posed for a photograph before departing.

To the best of my knowledge, the aircraft nor engines were operated between its return to PMP on 8/24/20 and the day of the accident.

Regards,

Marc A. Wolff/CEO



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Mr. Timothy Monville, Senior Air Safety Investigator

RE: NTSB Statement Request; N900DT PMP-OCF-PMP Flight on 08/24/2020

As requested, I am providing to the best of my recollection, the events of a familiarization flight on N900DT from Pompano Air Park (KPMP) to Ocala Airport (KOCF). The flight took effect on Monday morning of August 24, 2020.

- Pilots present were Capt. Nissan Giat (instructor), Joaquin Ricalde (FO), and me, Ricardo Jimenez (FO) – both with no previous experience on the equipment.
- As the airplane was placed on the ramp, Capt. Giat proceeded with airplane inspections.
- Once completed, we went on board. I sat on the left during the first leg, Capt. Giat on the right and Joaquin on the back.
- Capt. Giat proceeded with the starting procedure in the airplane. Once completed, a Run Up was performed. An IFR clearance was taken to OCF (Ocala) and we departed to destination.
- Along the route of flight, the Captain pointed out some of the features of the airplane along with constant monitoring of the engine gauges, which on both routes of flight were on normal ranges (green arc).
- A normal landing took place on Ocala with his assistance.
- Upon arrival to Ocala, and after a brief period of time, where we met Marc and his family, we proceeded to head back to Pompano. Joaquin Ricalde was at the controls at this time with Capt. Giat on the right and me on the back.
- A clearance was taken to Pompano. A normal take off, assisted by Capt. Giat, took place and we headed back to destination.
- Along the route of flight, we remained vigilant of airplane performance. All gauges were on normal range and no abnormal vibrations or noises were noticed along the complete route of flight.
- The airplane landed safely on Pompano; the landing was assisted by Capt. Giat.
- Once on land, Capt. Giat noted the corresponding times for the flight and the airplane returned back to the hangar.
- Joaquin and I carpooled with Nissan that day.

Date: August 31, 2020