

From: [D S](#)
To: [Scudder, Rahul \(FAA\)](#)
Subject: Re: Witness Statement: KHWO on 11/23/2020
Date: Friday, November 27, 2020 10:57:53 AM

The aircraft appeared to have been on a westerly heading parallel, or nearly so, to runway 28R.

Sent from my iPhone

On Nov 27, 2020, at 9:46 AM, Scudder, Rahul (FAA) <rahul.scudder@faa.gov> wrote:

Daniel,

Thank you for your statement.

Would you be able to recollect the heading of the aircraft prior to impact?

Regards,



<image001.jpg>

Aviation Safety Inspector



Miramar, FL 33027



From: Danny [REDACTED]
Sent: Thursday, November 26, 2020 4:24 PM
To: Scudder, Rahul (FAA) [REDACTED]
Subject: Witness Statement: KHWO on 11/23/2020

Mr. Scudder,

Thank you for contacting me regarding the incident at Hollywood/North Perry Airport (KHWO) on November 23, 2020 at approximately 3:30pm. Per our conversation on the phone, here is my best recollection of the event:

I was the CFI onboard N097C, a Cirrus SR22. We were completing an

IFR flight from KFMY. Miami Approach initially told us to expect a Visual Approach 28R, but later cleared us for RNAV (GPS) 28R Circle to Land 1R. We were then handed-off from Miami Approach to North Perry Tower. I was handling the radio communications while the aircraft's owner, Mr. Daryl Cohen, operated the controls.

We joined the 1R downwind as instructed. An aircraft had been told to follow us, though I do not recall its tail number. The pilot reported seeing us. We turned from downwind to the base leg when North Perry Tower instructed us to "Go Around." Confused because we were not yet on final, I called the tower to confirm that they had the correct aircraft. The tower controller stated we were indeed the intended aircraft because there was an aircraft landing 28R. I asked if he wanted us to complete a low-approach and he instructed us to overfly 1R at 800 feet.

As we overflew the runway, I looked outside the front window to search for an aircraft landing 28R. Based upon the height of the surrounding buildings, I witnessed an aircraft at what appeared to be approximately 30-40 feet AGL. It was inside the fence-line in a pitch-down attitude of approximately 45 degrees. The wings appeared to be level from my vantage point. Immediately, I realized that this aircraft did not have enough time to recover. I kept it in sight as it impacted with the ground. Upon impact, I saw the windows and debris blow out of the fuselage. I stated to the Tower, "I see it! I see it! I see it!" and asked what he wanted us to do. Almost immediately, the Tower controller instructed us to turn westbound and exit the Class D airspace because the airport was now on Alert 3 status and they were closed. I was still squawking a discreet transponder code from the IFR flight and was told to change to 1200 rather than contact Miami Approach to declare a Missed Approach. We then proceeded to Ft. Lauderdale Executive Airport (KFXE) until KHOW reopened.

If you should need additional information, please do not hesitate to contact me via email or the phone number you have on file.

I hope this is helpful with your investigation.

Daniel Slowik

From: [Felipe Cucco](#)
To: [Scudder, Rahul \(FAA\)](#)
Subject: Re: KHWO Incident witness report 11/23/2020
Date: Saturday, November 28, 2020 12:33:34 PM

Hello Mr. Scudder,

I was located in the ramp of Pelican, Spot 12 of the airport, south west of the accident. Around half mile south west.

Any extra information that you need let me know

Best Regards
Felipe S. Cucco

On Nov 28, 2020, at 12:55 AM, Scudder, Rahul (FAA) [REDACTED] wrote:

Mr. Cucco,

Could you let me know where you were located on the airport when you witnessed the accident? What was the approximate bearing (clock position/bearing) and distance of the accident scene from your position?

Regards,



<image001.jpg>

Aviation Safety Inspector



Miramar, FL 33027



From: Felipe Cucco [REDACTED]
Sent: Friday, November 27, 2020 11:10 AM
To: Scudder, Rahul (FAA) [REDACTED]
Subject: Re: KHWO Incident witness report 11/23/2020

Good morning Mr. Scudder,

For what I saw the wing fell of after the crash. The bank angle I'm not really sure

but I will say that was banking to the right.
And the heading was like going westbound.

Hope this information is useful for you Sr.

Any questions feel free to contact me.

Best Regards,
Felipe S. Cucco

On Nov 27, 2020, at 10:07 AM, Scudder, Rahul (FAA)
[REDACTED] wrote:

Dear Mr. Cucco,

Thank you for your statement.

I am assisting Inspector Sullivan with investigating the accident that occurred at KHWO on Nov 23, 2020. I have the following questions:

- <!--[if !supportLists]-->• <!--[endif]-->Did the "wing falling apart of the plane" occur before or after the aircraft impacted the ground?
- <!--[if !supportLists]-->• <!--[endif]-->The bank angle of the aircraft. Was the aircraft banked to its left (port) or right (starboard)?
- <!--[if !supportLists]-->• <!--[endif]-->What was the approximate heading of the aircraft prior to impact?

Regards,

[REDACTED]

<image001.jpg>

Aviation Safety Inspector

[REDACTED]

Miramar, FL 33027

[REDACTED]

From: Felipe Cucco

[REDACTED]
Date: November 23, 2020 at 4:34:39 PM

EST

To: "Sullivan, Daniel (FAA)"

[REDACTED]

Subject: KHWO Incident witness report
11/23/2020

Hello Mr Daniel,

I just saw seconds before the impact, I saw the airplane going down with a pitch down attitude of around 45 and a bank angle of around 60, after this I saw what I think was a wing falling apart of the plane. Some dust after the impact and a loud sound.

Anything that you need feel free to contact me at [REDACTED]

Best Regards

Felipe S Cucco

Certificate number: [REDACTED]



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 8, 2020
Subject: Wreckage Examination Information
NTSB Case Number: ERA21LA052

On December 3, 2020, the wreckage of N3UH was examined at Florida Air Recovery, in Fort Pierce, Florida by the NTSB and FAA.

Examination of the wreckage revealed damage consistent with the airplane impacting in a nose and right-wing low attitude. The nose section, canopy, and both the left and right wings had separated during the impact sequence. The aft fuselage and empennage had remained intact.

Flight control continuity was established from the ailerons, elevators, and rudder, to breaks in the flight control system, and then from the breaks to the control stick and rudder pedals.

Both wing fuel tanks were breached and devoid of fuel. The electric fuel pump was "ON." The fuel selector valve was in the "RIGHT" tank position, it moved freely and did not contain any blockages. Two of the three composite propeller blades were separated at the blade root, and the third blade was separated about 12 inches outboard of the blade root.

Examination of the engine revealed that fuel was present in the fuel manifold and fuel servo. The electronic ignition system for the top sparkplugs was impact damaged and non-functional. The magneto for the bottom sparkplugs did not produce spark. Internal examination of the magneto revealed that the points had been impact damaged but there was no evidence of any preimpact failures or malfunctions of the magneto.

The automotive style spark plugs, and spark plug adaptors were secure in their respective engine cylinders except for the top spark plug and adaptor on the No.1 cylinder, which was not in its hole. The No.1 cylinder's top sparkplug was still attached to its high-tension lead, was still threaded into its adapter but displayed thread damage on the two lower threads of the adaptor and was missing its copper washer. Examination of the adaptors did not show any evidence of anti-seize having been applied.

Thumb compression and suction was attained on all cylinders, oil was present in the rocker boxes, and oil sump, and drivetrain continuity was established from the front to the back of the engine.

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:00 PM	DATE 12/11/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Patrick Fitz Herbert Coulton		ROUTING SYMBOL INITIALS	
FAA Inspector Daniel Sullivan, FAA Inspector Rahul Scudder			
Location: South Florida FSDO-19, Miramar, Florida			
SUBJECT N3UH Maintenance Logbooks/Records			
DIGEST Examination of documentation provided to the National Transportation Safety Board (NTSB) by the family of deceased Airman Steven Mitchell Fontenot, involved in a fatal accident on November 23, 2020, indicated Mechanic Mr. Patrick Coulton had previously worked on the accident aircraft N3UH.			
An interview with Mr. Patrick Coulton was conducted on December 11, 2020, at the South Florida FSDO-19, Miramar, to determine the whereabouts of the maintenance records/logbooks of N3UH.			
Mr. Coulton stated while he had conducted the Condition Inspection of N3UH in November 10, 2019, he not done any inspection of the aircraft in 2020. He mentioned the owner of the aircraft, Mr. Steven Fontenot had requested he conduct the condition inspection for the year 2020, however he was unable to do the same due to prior commitments.			
Mr. Coulton mentioned due to the close proximity of their hangers at North Perry Airport (KHWO), it was not uncommon for Mr. Forenot to come by his hanger to borrow tools and/or			
CONCLUSION, ACTION TAKEN, OR REQUIRED The whereabouts of the maintenance records/logbooks of N3UH are not known.			
DATE 04/14/2021		TITLE Aviation Safety Inspector	
		SIGNATURE RAHUL SCUDDER	

seek his advice on matters concerning his aircraft. He added, he had observed Mr. Fontenot maintain his own aircraft on a number of occasions. The last time he saw him working on the aircraft was in early November 2020, during which time Mr. Coulton remembered seeing the panel mounted avionics disassembled, and "sticky notes" placed on numerous parts of the engine. He stated not only were the avionics all taken out, but the aircraft was opened up, as if someone was doing a condition inspection on it.

When asked if he knew of any other Mechanic that may have worked on the aircraft, Mr. Coulton stated he was not aware of another Mechanic.

When specifically asked about the aircraft logbooks, Mr. Coulton emphatically stated he was unaware as to the present whereabouts of the maintenance records/logbooks. He mentioned he had observed Mr. Fontenot, on occasion, place the logbooks on the wing of the aircraft whilst working on the aircraft.

The interview with Mr. Patrick Coulton was amicable. Mr. Coulton offered to contact the FAA Inspectors conducting the interview if he had any other information that would assist in the investigation of the accident, and/or the whereabouts of the maintenance records/logbooks of N3UH.



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 15, 2020
Subject: Information Obtained from Mitchell Fontenot (Pilot's Son)
NTSB Case Number: ERA21LA052

According to Mr. Fontenot, his father was going to sell the airplane, and a buyer was scheduled to fly from Texas to Florida to see the airplane the same week that the accident happened. The buyer had mentioned to him that the airplane was supposed to have a fresh annual inspection and he believed that his father may have found a new A&P mechanic, and that person may have the maintenance logs in their possession.

Mr. Fontenot advised that in the past his father had done owner assisted inspections.

He also advised that he was not aware of any engine problems with the airplane, and the only problem he remembered the airplane ever having was with the Dynon units not communicating with each other.