



Michael H. Torrent -Inspectors Statement – Witness/Survivor Interviews – N757TB

On Wednesday, 12/27/23 I was assigned as the IIC for an accident involving a rotorcraft, N757TB in an unincorporated area of Miami-Dade County, FL in the approximate location of SW 136th Street and SW 187th Avenue. Upon arriving on scene at approximately 1530 EST, Miami Dade Police advised there were three witnesses on scene as well as a surviving passenger at the hospital. Inspector Ramon Ortega and I made contact with these individuals and interviewed them. The three witnesses were Spanish only speakers and were interviewed by Inspectors in Spanish. Information detailed below.

Witness 1- Identified himself as Roman Arguello and provided a phone number of [REDACTED]. Witness stated he was on the east side of the levy where the helicopter crashed, he heard a noise behind him, so he turned around and saw the helicopter with an issue possibly something wrong with the tail. He lost the aircraft when it went below the tree line, he was close enough to hear it impact. He rushed to the levy where he found a woman walking. She said her father was still in the aircraft and was asking for help calling 9-1-1. She called 9-1-1 using his cell phone at 1304 EST and they provided his address as the approximate area of the accident. -end-

Witness 2- Identified himself as Yosel Garcia Suarez and provided a phone number of [REDACTED]. Witness stated he saw white helicopter making popping noises saw it “gyrating” around. This witness also stated he saw a large piece fall off the aircraft prior to impact. He stated the piece was large and he initially thought someone had jumped out of the aircraft. Witness stated he did not see any smoke coming from the aircraft when it was in distress. He said the aircraft’s flight path was between the soccer ball and the cluster of pines to the south traveling in the direction towards the airport. -end-

Witness 3- Identified himself as Orlando Borges and provided a phone number of [REDACTED]. This witness stated he was with witness 2 working on a property to the south and west of where the accident occurred. He stated he heard the helicopter making weird noises and heard two pops. He and witness 2 went looking for the aircraft and subsequently found the woman on the levy where she told them she was in the aircraft and was able to get out as it was sinking. -end-

After completing the initial on scene duties at the accident site, Inspector Ramon Ortega and I went to the Jackson South Trauma Center where the surviving passenger was transported. There we met and interviewed Jordan Ann Zanzuri. See details below.

Survivor- She stated the purpose of the flight was to drop off her brother, Joseph Zanzuri in Fort Myers. She stated they departed from Miami Executive Airport with him at about 1030 EST that morning with her father as the pilot. They arrived in Fort Myers with no issues and were there on the ground about 20 to 30 minutes by her recollection. She was unsure exactly which airport they landed at. She and her father grabbed a snack before they took off and

headed back to Miami Executive Airport. She stated prior to the accident the flight was normal and she did not notice anything unusual. She said right before the accident the aircraft had a yaw to the right, "which happens sometimes" and then they began spinning and nose down before losing control. She stated she did not hear any noises prior to the accident but she also stated she had her headset on and may not have been able to. She then stated that it appeared her father was about to "right it" and then something else happened and he yelled "[REDACTED]" just prior to hitting the water. She stated he pointed it towards the water. Upon hitting the water, she stated her door popped off and her back was hurting but she was able to exit the aircraft and swim to the shore (east). She stated that she "couldn't get to him" because she was in pain. On the shore, she took off her boots to mark the spot. She began walking and 4 to 5 people came around in golf carts to see what happened and help. She stated she never lost consciousness.

I then asked Jordan Ann Zanzuri for some more details about the flight, she stated that she "imagined it had fuel", her father had ordered a top off that morning. She stated the flight over to Fort Myers was approximately 1 hour long. She also stated her father had been flying the aircraft several times a week. When asked how long did this entire event take? She answered less than 1 minute. -end-

On Thursday 12/28/23, Inspector Ramon Ortega and I interviewed Mr. Steve Schletch via telephone. He was Mr. Clement Zanzuri's mechanic and performed the last major maintenance on the aircraft in August. See below.

Mechanic- Mr. Schletch stated he was familiar with the aircraft. He accomplished the pre-buy inspection for it when Clement Zanzuri was considering the purchase of it. He stated the aircraft was "in good shape" and "well maintained" in his opinion. He was asked if he was aware of any discrepancies on the aircraft, he said he was not but did detail some fixes he had performed. He mentioned an issue with a radio and interference with some gauges. He also noted some issue with the governor but stated that in his opinion it was likely operator error. Mr. Schletch also stated he did the last major maintenance on the aircraft in August, this covered mostly 12 month and 300-hour items, Mr. Schletch provided inspectors with the last sign off for work performed. Mr. Schletch stated he did not possess the aircraft permanent records and they were in large clear totes. They were returned once his work was completed. He stated that those records contained a large refurbishment which was completed prior to Mr. Zanzuri purchasing the aircraft. -end-

On Friday 12/29/23, I interviewed the fueler, Mr. Hector Flores of Signature Flight Support via telephone. See below.

Fueler- Mr. Flores stated that he had an order to top off the aircraft and he did. He fueled 32 gallons in the main tank and 10 gallons in the auxiliary tank. Mr. Flores stated he fueled the main tank first and then the auxiliary tank. -end-

Michael H. Torrent
Aviation Safety Inspector

