

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 1, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Jacob Ryan Seemann

Mr. Seeman was contacted by NTSB on February 1, 2024, at 2037 EST. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

At the beginning of the phone 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Wesley Chapel, Florida
[REDACTED] His date of birth is [REDACTED] He holds a commercial pilot certificate with airplane single and multi-engine land, and instrument airplane ratings. His certificate number is [REDACTED]
He is not a flight instructor, and has about 1,220 hours total flight time.

He was asked to explain where he was when he heard or witnessed the accident?
He was flying his airplane, a Cessna 182M, N92125. He was flying over Gulf to Bay Boulevard and Highland Avenue joining the Class B CVR corridor west to east at 2,500 ft mean sea level (msl). He heard the occupant of the accident airplane on Tampa Approach's 118.8 MHz, and the male voice said "engine fire." He (Mr. Seemann) looked down on his iPad using Foreflight and noted the accident airplane was 800 to 1,000 ft below him, and descending. He (Mr. Seemann) was flying 090° while the accident airplane was 115° to 130°. He could not tell if there was a fireball and he did not see flames, but he did see a bright light. Based on Flight Aware, the accident airplane was flying between 130 and 140 knots. Visually, from his vantage point in the right seat, he noted

the accident airplane was descending between 30° and 40° descent angle and the airplane was in a steep nose-down attitude that he described as, “like an uncontrolled descent.” The airplane then impacted the residence.

He added that while the airplane was descending he saw a bright light going away from him. He described it as a “very bright light” descending very fast to impact.

NTSB Questions Continued –

What altitude was he (Mr. Seemann) flying at?
2,500 ft msl.

Did he see any navigation lights on the accident airplane?
He did not see any navigation lights, but he did see an “off white” bright light while the accident airplane was descending.

Did you see a strobe light of the accident airplane?
No I didn’t. The accident airplane looked like a shooting star while descending.

Did you see the impact?
He did see it. He contacted Tampa Approach and asked them if he could turn back. They said yes and he did and made 1 360° turn. He told the controller that the accident site was 1/4 to 1/2 mile East of McMullen Booth Road¹ and 1/2 miles south of State Road 60. He orbited at 2,500 ft msl.

Did you take video of the accident airplane descending?
No, it happened too fast.

What was the weather conditions at 2,500 ft msl?
It was calm, clear below 12,000 ft and the winds were light and variable. The visibility was greater than 10 miles.

How would you describe the male voice that you heard?
Panicking. That person only got out 3 transmissions to Tampa Approach. The last transmission was estimated to be 8 to 10 seconds before impact. In that transmission the male voice either said that he was not going to make it or the engine was “out.” He (Mr. Seemann) contacted Tampa Approach Control within seconds of the impact.

Where is your airplane based?
Zephyrhills Municipal Airport (ZPH), Zephyrhills, Florida.

¹ During the review he indicated that it should have been east of US 19.

NTSB Questions Continued –

Was Foreflight Recorded?
He checked Radar 24.

Who was in the left seat?
A student pilot. Rene Gonzalez. His contact is [REDACTED]

Is there anything I have not asked that I need to know?
Not that I am aware of. He does have a video about 2 minutes in length taken after the impact. It was shot looking out of his right window.

The phone call ended at 2056 EST.

The digest was e-mailed to him for review on February 1, 2024. He replied on February 2, 2024, at 0513 EST with, "I reviewed it and all looks good. Only discrepancy I noticed was I informed Tampa Approach that the accident was just east of McMullen Booth Road, but I just noticed it actually was just east of US 19. I had those two roads mixed up apparently in the moment. Not sure if that's something you want to change or just leave it since I transmitted "McMullen Booth Road" to ATC." A footnote was added into the digest at the appropriate section. The FINAL digest was e-mailed to him on February 4, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 7, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Andrea Sauvageot

Mrs. Sauvageot was contacted by NTSB on February 2, 2024, at 1245 EST. She was called at [REDACTED]. She provided an e-mail address of [REDACTED]. The phone call was made inside the Clearwater Police Department mobile Command Post (CP). Also present in the CP from the Federal Aviation Administration (FAA) were Christopher Oaks (IIC), Wayne "Beau" Browning, Rohn Cash, Angel Negron-Crespo, and Scott Kuhns, while Continental Aerospace Technologies (CAT) investigator J. Ferrell entered the CP early in the conversation.

At the beginning of the phone call she 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. She 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; she agreed to the interview without representation.

She was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

She provided a home address of [REDACTED] Pinellas Park, Florida [REDACTED]. Her date of birth is [REDACTED]. She is not a pilot and is not mechanically inclined. She has previously flown in a general aviation airplane.

NTSB Questions -

Where were you located exactly located when you saw or heard the airplane?

She was in a car driven by her husband. They were driving south on US 19 just south of Gulf to Bay. She indicated by text message to NTSB on February 7, 2024, at 1137 EST, that they were driving in the middle lane of 19 and there were no other cars near them when she witnessed the

airplane before the accident. She later met with personnel from the FAA and provided them her location abeam the spot where she witnessed the airplane. Using that location and her comment they were in the middle lane, they were located at about 27.953625° north latitude and -82.730166° west longitude¹.

NTSB Questions Continued -

Were the windows down or up?
Up.

Was the air conditioning on?
Either the air conditioning or heat was on.

Do you have any hearing issues?
No.

How far south of Gulf to Bay were you at the time?
She estimated about 1/4 mile or less².

What time did she make the 911 call?
It does not show in her recent phone call log.

Could you explain what you saw and heard?
She heard no sound. They were driving south with the windows up and no radio looking ahead. She saw what she thought was a fireball or firebomb in the sky at 12 o'clock. It looked like something was on fire in the air – flying from her right to left crossing over US 19. Her husband slowed the vehicle, they both looked back and to their left and saw the impact which was an explosion/fire. She had to lift herself off of her seat to be able to look down to see where it was going and saw it hit. What she saw did not resemble an airplane. It looked like a round fireball with something to the right of it attached. They saw the impact and then pulled over to the gas station. "I was on the phone with 911 before we pulled over. I called immediately."

What altitude was the airplane when you 1st saw it?
It wasn't super low. It went from high, to descending like it was landing, adding that it was "drifting straight down." She estimated it was as tall as a couple stories of a building.

What direction did you see the airplane flying?
It was coming from the west heading east.

¹ Using Google Earth with ADS-B data and the accident site locations depicted, they were located 2,476 ft north of the airplane when it was over 19 flying in a northeast direction and 1,624 ft northwest of the accident site.

² Using Google Earth, they were located 0.42 nautical mile south of Gulf to Bay.

NTSB Questions Continued -

Describe the fire that you saw and where was it?

It looked to her and her husband like a round fireball then off to the right of that was a white cone. She said for sure the airplane was 100% on fire in-flight.

Where was the fire?

It was in the front part of the airplane. The fire or light was the 1st thing she saw.

Was the fire or light there the whole time she saw the airplane?

The whole time. That's how she was able to see it at night. It looked like it was flying slow.

What was the weather like at the time?

Cold, clear, no rain and no fog.

FAA Questions –

Did you see any tail or flight control surface behind the fireball?

If she drew a picture it would be a big round fireball with white cone trailing it (Refer to attached images drawn by she and her husband.

How big was the fireball?

It was in the forward section of the airplane. She could not see the airplane.

NTSB Questions Continued -

What color was the fireball or light?

Orange.

Did the fireball or light change in size from when she 1st saw it to when she last saw it?

"No, it looked like the same to me."

Do you think you could have heard the engine?

No, I think it was too high.

Did you see any lights on the airplane?

Absolutely not. She keeps thinking about what she saw and when she and her husband discussed it later in the evening they realized that if they had known it was a plane, that's what she would have described to 911 and to each other. "She did not know it was a plane because of the fire. She found out it was a plane on Facebook once the news reported it." She added, "... while it was descending down, drifting and looked like it was going slowly, it was NOT in a nosedive when I saw it. I would also add that what I saw was not a light it was fire."

Is there anything I have not asked that we should know?
No.

The phone call ended at 1307 EST.

NTSB Follow-Up with Witness -

On February 7, 2024, at 1140 EST she was sent a text message asking, “Did you happen to see on tv a video clip of the airplane descending.” She replied by text message the same day at 1141 EST with, “No I did not. I did not know video existed of the descent.” The text message ended with an emoji.

The digest was e-mailed to her for review on February 7, 2024. She replied the same day at 1407 EST, with comments that were incorporated into the digest. The amended digest was e-mailed to her for a final review on February 7, 2024. She replied the same day at 1712 EST with, “Looks great Tim. Many thanks, Andrea.” The FINAL digest was e-mailed to her on February 8, 2024.

Figure 1: Google Earth Plot with ADS-B Flight Path, Witness, Video Camera, and Accident Site Locations Depicted.

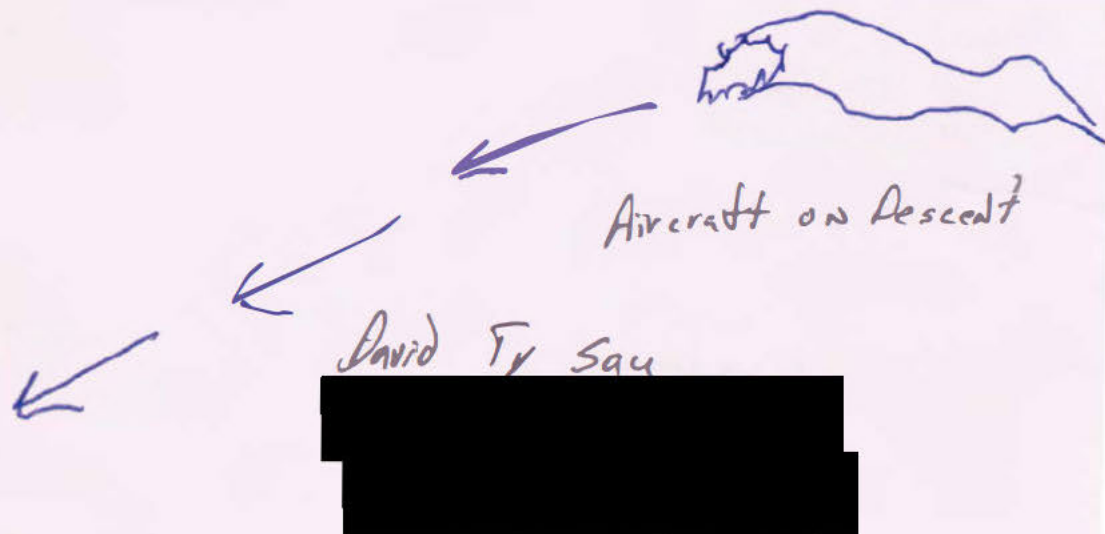
Attachment 1

Witness Andrea Sauvageot Drawing



Witness Visual Illustration

Witness David Sauvageot Drawing



Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 7, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Barry Shevlin, CEO of FlyUSA

Mr. Barry Shevlin was contacted by NTSB on February 4, 2024, at 1632 EST. He was called at [REDACTED] He provided an e-mail address of [REDACTED]

At the beginning of the phone 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

NTSB Questions -

Were the runway lights at Clearwater Air Park (CLW), Clearwater, Florida operational on the date and time of the accident?

The runway lights were operational and they are checked a couple times a day.

Is there a log of the runway lights being checked?

He thinks so.

What is the published common traffic advisory frequency at CLW?

123.0 MHz.

NTSB Questions Continued -

Do you know if the pilot made any radio call(s) on 123.0 MHz?

The accident pilot did talk on that frequency with Jeff Richardson, who is a part time employee at CLW.

What was the essence of the conversation with Mr. Richardson and the accident pilot?

The accident pilot could not see the airport. The runway lights were initially turned on low, but they were increased to high. He added that there is no rotating beacon at CLW.

The phone call ended at 1639 EST.

The digest was e-mailed to him for review on February 7, 2024. He replied the same day at 1615 EST with, "Well received. It may have been a flight school employee speaking to the pilot as opposed to Jeff Richardson. The way it was initially relayed to me I assumed it was Jeff. Thanks, Barry L. Shevlin." The FINAL digest was e-mailed to him on January 8, 2026.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 7, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Jeffrey Lee Richardson

Mr. Jeffrey Lee Richardson was contacted by NTSB on February 7, 2024 at 1453 EST. He was called at [REDACTED]. He was driving and because of Distracted Driving NTSB did not want to continue the call. He said he would call back after 1600 EST today. He returned the call the same day at 1620 EST, calling from the same phone number. He provided an e-mail address of [REDACTED]

At the beginning of the phone 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Spring Hill, Florida [REDACTED]. His date of birth is [REDACTED]. He is not a pilot but is going to National Aviation Academy to become an airframe and powerplant mechanic.

NTSB Questions –

Explain your role and title at Clearwater Air Park (CLW), Clearwater, Florida?
Lineman. There is no self-service fueling at CLW. Thus, he is responsible for fueling aircraft of locally based (tenants) and transient aircraft.

NTSB Questions Continued –

Where was he exactly located when he heard a radio call from the accident pilot (flying N6659L)?

He was inside the fixed base operator (FBO). At the time the station's very high frequency (VHF) transceiver with speaker was on and he also had a hand-held VHF transceiver which was on.

What exactly he heard the pilot say and what he said in response?

The accident pilot called on the common traffic advisory frequency (CTAF) with the airplane's call sign and asked him to turn on the runway lights. Mr. Richardson indicated that the runway lights were previously on due to an aircraft that had just landed. He told the pilot the runway lights were on. The pilot called again and asked to have the runway lights turned on. He (Mr. Richardson) went to the station's VHF transceiver and clicked the microphone to turn the intensity of the runway lights up, then advised the pilot they were on. About 25 seconds later the accident pilot called again on the CTAF and asked if he could turn the runway lights on then advised, "I have a fire." After that comment, he and other people inside the FBO discussed and agreed that they had heard the accident pilot announce he had a fire. One of the individuals who was a flight instructor went to the station's VHF transceiver and tried to communicate with the pilot. They tracked the airplane on Flight Aware. Once they determined the airplane's position, they thought the flight was proceeding to St Pete-Clearwater International Airport (PIE), St Petersburg-Clearwater, Florida. He (Mr. Richardson) then tried to communicate with the accident pilot multiple times but there was no response.

Who were the other occupants near him?

Zach, who works for Tampa Bay Aviation and his student. Mr. Richardson did not know the student's name.

What level were the CLW runway lights at?

They were at medium intensity because of the previous airplane's arrival. The pilot asked him 3 times to turn them on. When he (Mr. Richardson) used the station radio, he turned them to high. They thought the pilot was lost by his 2nd radio call. Mr. Richardson thought the accident pilot could not find CLW.

Did he see the airplane flying near CLW at any time during the approach?

They did. As they were talking with the accident pilot and checking his location on Flight Aware, they went outside and saw the airplane when it was south of CLW. He reported it was dark, and they could see the navigation light of the airplane.

What color navigation light did you see?

Red.

NTSB Questions Continued –

Was it rotating or steady?
It was really too far for him to see.

How long did you see the airplane?
Looking in the direction then to Flight Aware, maybe 1 minute.

Did you see any external fire?
No sir I did not.

If there was a fire do you think you could have seen it?
No, the airplane was too far South.

When you saw the airplane what direction was it flying?
It was flying towards PIE, southeast of CLW.

Did anybody with him ask the pilot any details about the fire?
No, not many aircraft were flying. Zach initially got on the radio and asked N6659L do you have fire?

Was there a response from the pilot?
Nothing. He believed the pilot may have transferred to PIE air traffic control tower frequency.

How did the pilot's voice sound when he said fire?
He sounded very concerned.

Did the pilot give any more details about the fire?
No sir. The fire comment was the pilot's last communication.

Is there anything more that I haven't asked?
Yes, he has been at CLW just under a year. Pilots have mentioned CLW is hard to find. He said the pilot called there the day before and gave his credit card information. He (accident pilot) had never been to CLW before. The accident pilot probably didn't know where CLW was while in-flight. That is why Zach came on the radio to offer assistance.

Did Zach try to find out more about the fire?
As soon as the pilot said I have a fire that was when Zach tried to communicate with him. They tried 4 times but there was no joy from the accident pilot.

You said the accident pilot had never been to CLW before, how do you know that?
His company took over in March 2023. When the pilot called the day before the accident his name was not in their system. Thus, he had not been to their airport since March 2023.

NTSB Questions Continued –

Who are you employed by?
FlyUSA.

Is there anything else I should know?
No sir.

The phone call ended at 1644 EST.

On February 8, 2024, at 0854 EST he was sent a text message asking:

Please confirm if you could hear the engine and if so, how was it running, and did you perceive any problems with it? He replied by e-mail the same day at 0905 EST with, “Mr. Monville, I could not hear the engine nor perceive any problems with the airplane.”

The digest was e-mailed to him for review on February 7, 2024. He replied on February 8, 2024, at 0834 EST with, “I have reviewed the draft. Everything looks good from our conversation yesterday.” The FINAL digest was e-mailed to him on February 8, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 20, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Jacob R. Seemann

Mr. Jacob R. Seemann was sent an e-mail on February 7, 2024, at 2100 EST, asking to discuss the following day details about what he had heard. He contacted NTSB on February 8, 2024, at 1649 EST from [REDACTED]. His e-mail address was [REDACTED].

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was asked the following question in an effort to understand his comment about the accident pilot reporting “fire” on the Tampa Approach Control frequency—

Did you happen to be on the KCLW common traffic advisory frequency at the point of the flight when you heard the accident pilot state “fire”?

He was only on 118.8 MHz. The very 1st transmission that he heard from the accident pilot on that frequency was him declaring engine fire. He heard a “mayday” or emergency call from the pilot and he instantly jerked his head down and looked at his iPad to see the location of that airplane in relation to his aircraft’s position. He added that in listening to the audio from LiveATC.net it was the other person in the airplane with him that used the expletive. The other person who was with him also heard the pilot state “fire.”

The phone call ended at 1658 EST.

The digest was e-mailed to him for review on February 20, 2024. He replied the same day at 1204 EST with, “Good Afternoon Sir, Received. I see no needed changes or any additional inputs required. V/R Jacob Seemann.” The FINAL digest was e-mailed to him on February 21, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 8, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Robert "Zach" Zachary Widener

Mr. Robert "Zach" Zachary Widener was contacted by NTSB on February 8, 2024, at 0840 EST, at [REDACTED] and left a voice mail message. He was also texted the same day at 0845 EST asking to call NTSB. He called the same day at 1003 EST from the same phone number. He was also called later the same day at 1150 EST, to the same phone number and advised that he was running errands and would try to call NTSB about 1900 EST. He called the same day at 1659 EST from the same phone number. He provided an e-mail address of [REDACTED]

At the beginning of the last phone 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Chapin, South Carolina [REDACTED] His date of birth is [REDACTED] He 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, multi-engine, and instrument airplane ratings. His pilot certificate number is [REDACTED] He has about 850 hours total time.

NTSB Questions –

Where does he teach at?
Tampa Bay Aviation. He is the Part 141 check instructor, and multi-engine instructor.

NTSB Questions Continued –

How long has he been there?
Since July 2023.

Who were you flying with that night?

He was going over paperwork for an intended flight. He was inside the fixed base operator (FBO) getting ready with his student, Ken Dilallo. His phone is [REDACTED]

Explain what you saw and heard?

He was in the FBO which was really a double-wide trailer. Inside the FBO is a large table in the center of the room. He was with the student doing flight planning for the intended instrument instructional flight. Behind FlyUSA's main desk is a radio that is tuned to the Clearwater Air Park (CLW), Clearwater, Florida common traffic advisory frequency (CTAF). The radio was on at the time. He heard the accident pilot call and say he could not find the runway. Zach indicated that the pilot sounded annoyed, which was strange causing he and the FBO employee (Jeffrey Richardson) to look at each other. The pilot asked them to turn on the runway lights. Mr. Richardson said they were on. Zach was intent on the call sign as his company flies an airplane also ending with 59L so he was paying close attention. He (Zach) then heard the accident pilot say "59L I have a fire." He and the FBO employee looked at each other, then the FBO employee asked the pilot to repeat what he had said. Zach keyed the station's VHF transmitter microphone 7 times to turn the runway lights on high, and then asked the pilot on the CTAF frequency to repeat what he had said and asked, "59L are you up." The accident pilot did not reply.

He was asked to clarify the call sequence-

1st call from the accident airplane-Although he can't remember the exact phraseology the accident pilot indicated he could not see or find the runway, and asked for the runway lights to be turned on. Zach mentioned at this point of the conversation with NTSB that the runway lights were already on at that time. And the FBO employee told the accident pilot the runway lights were on.

Did you ever see the airplane flying?

No, there were looking for it on Flight Aware. They then received word that it had crashed. He never visually spotted it while in the air.

Did you hear it while airborne?

It was kind of hard to tell. Although he doesn't believe there was anyone else in the traffic pattern at the time. He noted after the accident that there were airplanes in the airport traffic pattern.

By any chance were you recording the audio?

No.

NTSB Questions Continued –

Did you see the runway lights on?

Yes, they were on high intensity because he turned them on high with 7 clicks of the microphone on the CTAF frequency.

What was the weather conditions like at CLW at the time?

Beautiful, not windy. It was a pretty calm night. Zach ended up not flying because of the accident.

Where are you based?

At CLW.

Where is their 59L based?

CLW.

Is there a rotating beacon at CLW?

“We wish there was but there is not.” The runway is extremely difficult to find, the runway lights are not bright and are hard to see. He relayed of a story when 1st flying out of CLW he actually overflowed the airport and did not recognize that he was over CLW.

With your experience out of CLW, is there any nearby airport that utilizes the same CTAF frequency which bleeds over at CLW?

Arcadia Municipal Airport (X06), Arcadia, Florida, Dade-Collier Training and Transition Airport (TNT), Miami, Florida, Okeechobee County Airport (OBE), Okeechobee, Florida, and Arthur Dunn Air Park (X21), Titusville, Florida¹.

How did the pilot sound when he said I have a fire?

He sounded frantic.

Where was the airplane located when the pilot advised I have a fire?

He was not 100% sure.

Did you hear the airplane fly past CLW?

He heard an aircraft flying, but he did not hear the crash.

Did you look at Flight Aware when the airplane made the fire call to see where it was located?

No, it was hard to determine where the airplane was at that time.

What was the 1 thing that caused him to pay attention to Flight Aware?

When he heard the pilot call out fire. That is when they looked at Flight Aware which was a couple of minutes after the call because they were trying to communicate with the pilot.

¹ These identifiers were checked on LiveATC.net and none have archived ATC audio recordings.

NTSB Questions Continued –

Was the airport VFR?

Yes.

Has Tampa Bay Aviation complained to CLW about the lack of a rotating beacon?

Yes. The flight instructors have talked with FlyUSA about the lack of a rotating beacon, brighter runway lights, and an instrument approach, which is in the process of being installed.

Did you happen to look at your watch or text when the pilot said he had a fire?

No, not that I can remember/

Is there anything I have not asked that I should know?

You could look at Flight Aware to see when FlyUSA accessed the APP to track the accident airplane.

The phone call ended at 1728 EST.

The digest was e-mailed to him for review on February 8, 2024. He replied by text message on February 9, 2024, at 1339 EST that they also hear communications from X21 on the CLW CTAF. He also replied by e-mail on February 21, 2024, at 0943 EST with, “Hey Tim, I tried to text you in response. The only thing that needs to change is my address.... Respectfully, Zach Widener.” The X21 airport and address correction were incorporated in the digest and the FINAL digest was e-mailed to him on February 21, 2024.



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: May 13 , 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Dave Wisnick

Mr. Dave Wisnick, a potential witness of the airplane accident involving N6659L was contacted by phone on February 9, 2024 at 1130 EST and left a voice mail message. He was called at [REDACTED] [REDACTED] The same number was texted on February 22, 2024, at 1415 EST. He was called at the same number on February 22, 2024 at 1600 EST and again on February 28, 2024 at 1512 EST and left voice mail messages. He did not reply to the voice mail messages or the text message.

The digest of attempts to contact witness Wisnick will be in the NTSB public docket for the investigation and was e-mailed to the investigative team on May 13, 2024.



Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 20, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Evan Ostrozynski

Mr. Evan Ostrozynski was contacted by NTSB on February 9, 2024 at 1132 EST. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the phone 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Clearwater, Florida [REDACTED]. He is an architect, is not a pilot nor a mechanic, and is not mechanically inclined.

He was asked the following questions –

Where were you exactly located when you saw or heard the airplane?

He was west of US19 standing by his garage of his apartment community. He had a clear view of the sky and was facing north, with a 180° view of the west and east of his position. Using Google Earth during the phone call he was located at 27.947571° north latitude and -082.730988° west longitude¹.

¹ He was located about 0.26 nautical miles and 233° from the crash site location and about 400 ft northwest of the flight path of the airplane as it crossed over the center of US 19 on a heading of about 032°.

NTSB Questions Continued –

Do you have any hearing issues?

I do not.

Explain what you saw and heard?

He was outside of his garage about 1900 hours and looked to the west and saw 2 airplanes flying parallel, were away from the airport. They were, “flying [at a] rather low altitude” which he described as lower than normal than other airplanes “in the area. One airplane was slightly higher in altitude than the other. The lower airplane flew over US19 at a really low altitude, possibly in distress.” The airplane that was above made a large circle, and then flew in an easterly direction towards Tampa International Airport (TPA), Tampa, Florida. He did not know what type of airplanes they were.

Describe any engine sound of the airplane that flew over US 19 made?

He did not appear to hear the engine. The airplane appeared to be gliding. The road traffic on US 19 would have drawn out any possible engine sound. He did see lights of the airplane “flashing, suggesting it may be in distress or is trying to land.”

Did you see anything unusual?

He did not see any kind of smoke. “The airplane was flying in an area where it isn’t common to see aircraft regularly. It appeared to be flying at a lower altitude than what seemed normal.” It was in a steep turn to the northeast before going over US 19. It was flying 2 to 3 times the height or nearby high transmission lines west of the apartments. It was flying lower than normal.

Describe the lights that you saw?

He saw flashing lights on the wing.

What color were the lights?

Clear or white.

Did you see any signs of fire on the airplane?

I did not.

What side view of the airplane did he have?

When turned and faced to the west he had a view of the cockpit as the airplane flew towards him.

Did you see the impact?

I did not.

NTSB Questions Continued –

As the airplane passed over US 19 what view of it did you have?

The tail. The entire airplane had tilted down to the left. It was flying straight before flying over US 19. It had been flying parallel to Sands Terrace South, then when at the garage area/his apartment the airplane banked to the left turning to the north.

How long did you see the airplane for?

A short period of time which felt like an estimated 1 to 2 minutes.

Did you see lights in the cockpit?

I did not.

Could you tell it was an airplane?

Absolutely. "The airplane was still visible given it was dusk at the time of the incident."

Describe the engine sound from the moment you first saw the airplane to when you lost sight of it?

He did not recall hearing any engine noise for the estimated 1 to 2 minutes he saw it, adding, "no sound."

Is there anything I have not asked that I should know?

No, that is the extent of it really.

The phone call ended at 1200 EST.

The digest was e-mailed to him for review on February 20, 2024. He replied on February 23, 2024, at 1338 EST with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him for final review on February 26, 2024. He replied the same day at 0858 EST with, "Tim, I have reviewed and the changes made are in alignment with what I sent previously. Thank you, Evan." The FINAL digest was e-mailed to him and the Investigative Team on February 26, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: February 28, 2024

Subject: ERA24FA104, Record of Conversation/Interview

Contact: Nicholas A. Kennedy

Mr. Nicholas A. Kennedy was contacted by NTSB on February 28, 2024, at 1200 EST. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the phone 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Clearwater, Florida [REDACTED]. His date of birth is [REDACTED]. He holds a private pilot certificate with airplane single engine land rating and has about 150 hours logged flight time. He began flying at age 13 and has not logged all his flight time. He has not flown a Beech Bonanza type airplane.

He was asked the following questions –

Do you have any hearing or eye issues?
No.

Explain where exactly you were located, and what you saw and heard?
Using Google Earth during the phone call, Mr. Kennedy determined his position at the time as being [REDACTED] north latitude and [REDACTED] west longitude (Figures 1 and 2). He was at the grills of his residence with his wife. Using Google Earth, he was located about 1,291 ft east-

southeast from the last ADS-B location, about 1,000 ft southeast from the main wreckage location, and finally about 867 ft north-northeast from the flight path of the airplane flying in a westerly direction just south of Clearwater Air Park (CLW), Clearwater, Florida. He was standing at the grill with his wife and says it is common for airplanes to be flying in that area as St Pete-Clearwater International Airport (PIE), St Petersburg-Clearwater, Florida, is located about 3.1 nautical miles southeast of his position and the lead-in or rabbit lights for runway 18 extend into the Bay and he could see them. He was facing to the west and was leaning against a grill when he saw an airplane flying at traffic pattern altitude (TPA) with a flashing landing light that was very unusual. The light was oscillating. He did not observe any beacon, strobe, or navigation lights. The landing light was blinking on and off, and when it was off the airplane was almost invisible. It was flying due west, nearly over his head. He told his wife that when the landing light went off there were no visible lights on. He thought that was strange at the time thinking the airplane had just taken off. About 3 minutes after flying nearly over his position he heard an engine “winding up.” He noticed the airplane was in a 30° to 45° nose down attitude, slightly south of his “center point.” The “airplane was gaining speed, and the engine was winding out.” He told his wife that the airplane was flying at 150 mph and went straight in. He heard the impact and saw an explosion. He added that the airplane was, “...screaming pretty fast.”

He later looked at radar and saw that the airplane had departed Vero Beach en route to CLW. To him, the pilot was clearly trying to find CLW. When it flew nearly over his position initially it, “was stable initially but the lights were bizarre.” The engine was “winding out.” When the airplane was descending, he could not see any lights on, but did remember seeing “something bright.” He wondered if there was a fire in the cockpit, but he did not see any fire externally. In his mind knowing aerodynamics, the descent must have been intentional because if the airplane was trimmed and forward pressure on the control yoke was applied, if the pilot released the forward pressure as the airspeed increased the airplane would begin to level off. He could not determine at what part of the airplane the bright light was located.

NTSB Questions Continued -

When it initially flew past him describe the bizarre lights?

He was looking over the bay just east of his location and saw the airplane approaching. All he saw was the flashing landing light, no beacon, strobe, or navigation lights. The airplane flew nearly over, while the landing light cycled slow. He could hardly see the airplane when the landing light was off. When the airplane first flew past his position the airplane was between him and the Bayside Bridge. The airplane was flying at TPA, and he thought it must have just departed PIE.

When the airplane 1st flew past your position, did you see anything unusual on the exterior?

No, nothing abnormal.

NTSB Questions Continued -

From the time you 1st heard the airplane to the crash did you perceive any engine missing or sputtering?

No, the engine was “winding up with no sputter or cough. It sounded like it was winding out at high rpm’s.”

Did you see smoke or anything trailing the airplane in-flight?

No smoke during the 1st pass, and likely no smoke during the descent.

Confirm that the flashing light you saw was the landing light and not the strobe light?

It was the landing light and not the strobe light. It was cycling on and off slowly, cycling every 2 seconds. At the time the sky was almost dark, and the airplane was almost invisible when the landing light was off.

Was the landing light cycling the entire time you saw the airplane?

He only saw the landing light cycling when the airplane flew past his position initially. He could see a faint silhouette of the airplane when it flew nearly overhead his position initially when the landing light was off. When the airplane came back, he heard the engine noise which caused him to look up. The airplane was about 10° to 20° at an angle south of his position, so he did not have a view of the front of the airplane. The airplane was already “pitched down” when he first looked up in response to hearing it. He saw something bright while it was descending, but it was not the airplane lights that caused the bright light that he saw. He added, “it was surreal” later thinking there may have been fire inside the cockpit.

The phone call ended at 1226 EST.

The digest was e-mailed to him for review on February 28, 2024. He was contacted by phone on March 20, 2024, at 1004 EDT and he indicated he did receive the summary and he had “one small area to correct. He will review it and get back to me in 1 hour with correction[s].” He was e-mailed on April 10, 2024, advising that I had not yet received his comment(s). As of 1056 EDT May 13, 2024, no reply was received by NTSB. The summary was finalized and e-mailed to him and the investigative team on May 13, 2024.

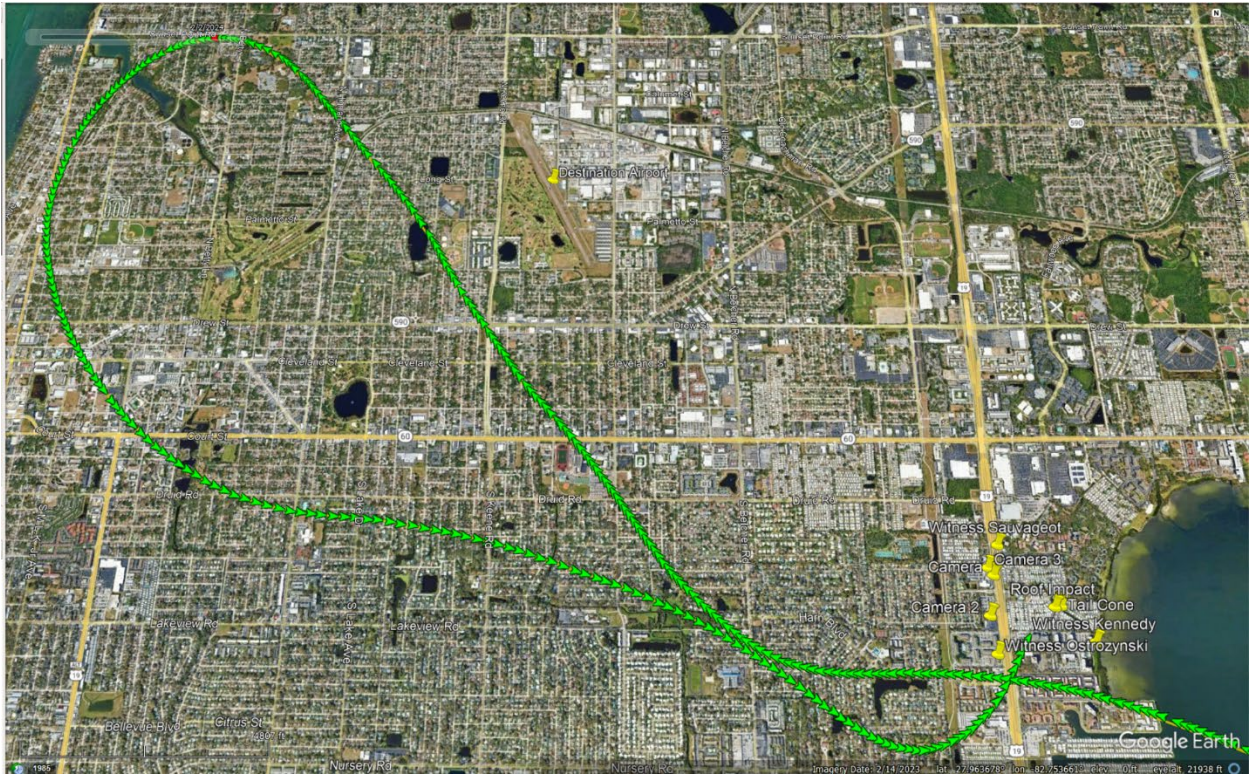


Figure 1: Google Earth Plot of ADS-B Targets, Witnesses (Including Kennedy Location), Destination Airport, Camera, and Accident Site Locations Depicted.



Figure 2: Google Earth Plot of last ADS-B Targets, Witness Kennedy, and Accident Site Locations Depicted.