

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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FATAL PLANE CRASH NEAR *

RONKONKOMA, NEW YORK *

Accident No.: ERA24FA318

ON JULY 22, 2024 *

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Interview of: JASON FIGARSKY, Director of Maintenance
Liberty Jet

Ronkonkoma, New York

Tuesday,
July 23, 2024

APPEARANCES:

AARON McCARTER, Aviation Accident Investigator
National Transportation Safety Board

I N D E X

ITEM

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Interview of Jason Figarsky:

By Mr. McCarter

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I N T E R V I E W

MR. McCARTER: All right, so this is Aaron McCarter with the National Transportation Safety Board and I'm here with Jason Figarsky of Liberty Jet.

Jason, could you give us your e-mail address and your phone number?

MR. FIGARSKY: Sure. It's the letter J, my last name, Figarsky, spelled F as in Frank-i-g-a-r-s-k-y [REDACTED] Cell phone number [REDACTED]

INTERVIEW OF JASON FIGARSKY

BY MR. McCARTER:

Q. Okay, would you mind just describing what you saw from the inception all the way through the accident sequence?

A. Sure. So my daughter, I dropped my daughter off at Frontier Airlines yesterday evening and my wife and I had time to waste, we took a golf cart out to the edge of Perimeter Road on the ramp, Mid Island's ramp, just waiting out some time. The individuals in the airplane were using Mid Island as an FBO, we saw them load their luggage as we were just burning time, I guess.

Q. Um-hum.

A. They started the engines, they taxied out of their parking space and then sat on the ramp just behind us, almost to the point where the taxiway, the entrance to the taxiway is, but not entering the taxiway. I would --

Q. Okay.

1 A. I would say they sat there idling for nearly 10 minutes,
2 which you don't normally see, so they were doing something. Then
3 they entered the taxiway, they bypassed -- they bypassed the Alpha
4 run-up area, they did not run up, they got clearance around, they
5 taxied around to 3-3, I saw them on 3-3 to the intersection of
6 6-2-4, I did not see them hold short at 6-2-4, they just took the
7 active runway and did an intersection takeoff.

8 While I'm sitting there, they had rotated prior to my
9 straight-on visibility, they were airborne when they crossed my
10 path, the gear was coming up, I'd say they were maybe a hundred
11 feet off, a hundred and 50 feet off the ground, the gear was
12 retracting, there was also engine sputtering, backfire pop and an
13 eventual, just cessation of the engine, it stopped operating
14 altogether.

15 Q. But did you see it completely stop or it just got quiet?

16 A. It got quiet.

17 Q. Okay.

18 A. Yeah, it was too far away to notice, I don't remember
19 recalling --

20 Q. Okay.

21 A. -- propeller stoppage, but it just went silent and just
22 gliding, basically, is the sound, the air sound, you know, noise.
23 What I saw was -- you know, I was a student pilot, I have my own
24 airplane, I know you're supposed to continue runway heading and
25 kind of put it down best glide path, I think.

1 Q. Right.

2 A. He seemed to me a little nose high for best glide and I then
3 saw him, at the peak of his altitude, I saw him start shifting
4 towards a left-hand bank turn, it wasn't sharp like a stall, it
5 looked like, from my perspective, his altitude and speed, if he
6 was to just continue straight on, he would've ended up on the road
7 with heavy traffic. I believe possibly what he was trying to do
8 was come down this road, he started a shallow left-hand bank, but
9 I guess he was going too slow and then the left wing snapped, it
10 stalled, the left wing heavy, went completely upside down and --

11 Q. Also, it rolled over on its back?

12 A. -- it spun, it spun --

13 Q. Entered into the spin?

14 A. Entered into the spin, I guess completed one spin roll --

15 Q. Uh-huh.

16 A. -- and impacted the ground on its -- mostly on its belly. As
17 this was happening, I asked -- I told my wife to get out of the
18 golf cart and run back to the hangar and I immediately started
19 going towards the airplane just to see if there was any assistance
20 I could provide. I arrived first, before fire rescue, got to the
21 airplane, obviously noticed they [REDACTED]

22 I checked for a pulse, I'm not a doctor, I couldn't -- you know, I
23 was going through motions, I was just -- the adrenaline was
24 pumping. I found it odd that -- I expected to see smoke, fire,
25 flame, something, there wasn't even a smell of fuel that I could

1 perceive. My instinct was going to be if I -- if there was a
2 potential for fire, I was thinking I was just going to grab them
3 out of the airplane --

4 Q. Right.

5 A. -- and getting them away from flames. But when I noticed
6 there was no fuel smell, everything was calm, I decided to leave
7 them alone to prevent further damage to them, just in case they
8 were still alive.

9 Q. Sure, sure.

10 A. That's when I stepped away from the airplane, fire rescue did
11 show up, they asked us to leave the area, so we went back and I
12 waited around for quite a while and that was pretty much it. But
13 again, the details of the airplane was they idled for at least 10
14 minutes on the ramp --

15 Q. Could I interject for a second?

16 A. Please.

17 Q. Idling or did they -- did you hear them do a run-up?

18 A. They did no run-up.

19 Q. They did no run-up, okay.

20 A. They started the engine in their parking space outside the
21 FBO --

22 Q. Okay.

23 A. -- they taxied forward like they were going to enter the
24 taxiway, they did not go up the incline, I don't know if you're
25 familiar with Mid Island's ramp, but there's an incline up to the

1 Alpha taxi area.

2 Q. Um-hum.

3 A. They did not enter that incline to the active taxiway, they
4 stayed behind, they sat there and idled the engine almost if, you
5 know --

6 Q. Interesting.

7 A. -- like just assuming that maybe he had to change something
8 on his, you know, GMX or something, his flight path, his
9 destination.

10 Q. Right.

11 A. I didn't see them on the flight tracker, so I'm guessing they
12 were VFR, so he was putting in his GPS coordinates or something
13 like that, guessing he got clearance to the active taxiway, taxied
14 on, normally they go right up to the run-up pad right in front of
15 me where I was --

16 Q. Um-hum.

17 A. -- he did not do a run-up, he taxied right past, went all the
18 way around to 3-3, took the intersection to 6-2-4, entered 2-4 for
19 takeoff and started his takeoff roll.

20 (Whereupon, the interview concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL PLANE CRASH NEAR
 RONKONKOMA, NEW YORK
 ON JULY 22, 2024
 Interview of Jason Figarsky

ACCIDENT NO.: ERA24FA318

PLACE: Ronkonkoma, New York

DATE: July 23, 2024

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



David A. Martini
Transcriber