

Factual Report – Attachment 2

Witness Statements

OPERATIONAL FACTORS

CEN17MA183

Witness Interviews

Wednesday, May 17, 2017 10:47 AM

Rocco Facciolo

[REDACTED]

Wane, NJ 07470

[REDACTED]

On Monday, May 15, 2017 I met with Mr. Rocco Facciolo at the crash site Command Center at which time I conducted an interview with him regarding events he had observed in relation to this airplane crash. Detective Manan Naik of the Port Authority Police Department assisted with the interview. Mr. Facciolo is an employee of PSE&G and was working on a job site near 109 Kero Road, inside outside the gas line ditch when the crash occurred. He happened to look towards his left and saw the plane inbound and crashing into a nearby parking lot. A large fire ball ignited and debris was crashing into vehicles. Mr. Facciolo started yelling to his crew to get out of the hole. He heard a whirling engine having a high pitched noise and when he looked up he saw the plane appearing from behind the nearby building. It was red & white or silver in color and appeared upside down with the top of the plane facing him. The plane did not see any noticeable damage and did not recall the wheels deployed prior to the crash.

Kenneth Marion

[REDACTED]

Butler, NJ

[REDACTED]

On Monday, May 15, 2017 I met with Mr. Kenneth Marion at the crash site Command Center at which time I conducted an interview with him regarding events he had observed in relation to this airplane crash. Detective Manan Naik of the Port Authority Police Department assisted with the interview. Mr. Marion is an employee of PSE&G and was working on a job site near 109 Kero Road, inside a gas line ditch when the crash occurred. He heard a plan fly over his heard and heard a loud explosion. He was able to exit the ditch and he ran south on Kero Road. The plane that crashed sounded different than other plans he had heard earlier in the day because it sounded like it was descending as in coming down rather than passing overhead. After the crash, the area was covered with black smoke and explosions which he assumed were from vehicles located inside the crash area. He did not see the impact but heard it and it sounded like it was coming from south to north. Mr. Marion believed he heard his co-worker, Rocco Facciolo yell "Get out Get out! - Go, run!" just before the plane crashed.

Samuel Gabbia

[REDACTED]

Butler, NJ

[REDACTED]

On Monday, May 15, 2017 I met with Mr. Samuel Gabbia at the crash site Command Center at which time I conducted an interview with him regarding events he had observed in relation to this airplane

crash. Detective Manan Naik of the Port Authority Police Department assisted with the interview. Mr. Gabbia is an employee of PSE&G and was working on a job site near 109 Kero Road, inside a gas line ditch when the crash occurred. He was working outside of the gas line ditch when he heard Rocco Facciolo yelling "Run! Run! The Plane is coming down! Mr. Gabbia did not hear the plane prior to the crash.

Alexander Lawrence

[REDACTED]
Paterson, NJ 07514
[REDACTED]

On Tuesday, May 16, 2017 I met with Mr. Alexander Lawrence at the crash site at which time I conducted an interview with regarding events he had observed in relation to this airplane crash. Mr. Lawrence explained that on Monday, May 15, 2017, he was at work at Pioneer Steel located at 111 Kero Road and within the northern parking lot area when heard observed loud noise and he looked up towards west and saw a plane coming towards his position. I drew a crude map of the area which Mr. Lawrence used to show the positioning of the plane as he observed it and was made part of this investigative file. Mr. Lawrence stated after hearing the plane approach, he looked up and saw the plane as it flew over his head, with its wings in a near vertical position with the right wing below the fuselage and the left wing above the fuselage allowing Mr. Lawrence to view the top portion of the plane. Mr. Lawrence believes the plane's left wing made contact with a portion of the roof of the Manhattan Door Company building as it descended and then it crashed into the ground nose-first.

David Iscascio

DOB:

[REDACTED]
East Hanover, NJ
[REDACTED]

On Monday, May 15, 2017, while on the crash site scene, I was advised by headquarters communications a person named David Iscascio called and reported he believed he observed the same aircraft involved in the crash earlier appearing to have some form of mechanical difficulties while flying near his residence in East Hanover, NJ. I contacted Mr. Iscascio via phone at which time he explained that at approximately 14:30 - 14:45 hours, he observed a red colored Leer jet flying at a high rate of speed at a low altitude and listing from side-to-side as if it was out of control. Mr. Iscascio further reported the plane flew past a high tension power line tower approximately 100 feet above it and missed impacting the tower about 100 feet. The plane continued to fly away at which time Mr. Iscascio believed it have been some sort of stunt pilot; however, now believes it to be the same plan after hearing about the crash from media sources approximately 25 minutes later. According to Mr. Iscascio, the plan did not appear damaged and he did not see any smoke or other indicators of mechanical problems other than the plan appeared to have not been under the control of the pilot(s).

Elvis Vargas (Spanish Speaking Only - Not interviewed yet)

[REDACTED]

Nathaniel Solovien

[REDACTED]
Secaucus, NJ 07094
[REDACTED]

On Tuesday, May 16, 2017 I met with Mr. Robert Piccininni at the crash site at which time I conducted an interview with regarding events he had observed in relation to this airplane crash. Mr. Solovien explained that on Monday, May 15, 2017, he was seated within his motor vehicle at the red traffic signal located at Commerce Blvd and Washington Avenue. Mr. Solovien was looking west when he observed a small, orange colored plane flying at an unusually low altitude traveling towards his position. As he continued to watch the plane, he observed it listing in a side-to-side manner [wings alternating up and down]. Mr. Solovien indicated the position of the plane using a hand drawn sketch which was made part of this investigation file. Wobbling, wobbling, wobbling and then flipped over onto its back and headed straight down behind the buildings in front of him. The plane did not appear damaged and he did not see any smoke emanating from the engines. He did not witness the actual collision due to the buildings in front of him but he did see a large cloud of black smoke raising up shortly afterwards.

Marc Polevoy

[REDACTED]
Teaneck, NJ 07666
[REDACTED]

On Tuesday, May 16, 2017 I met with Mr. Marc Polevoy at his place of employment located at 700 Commercial Avenue to interview him regarding events he had observed in relation to this airplane crash. Mr. Polevoy explained he was standing within the parking and loading lot of his company located on the south side of the building when he observed a jet airplane approaching Teterboro Airport too far to the right (west) in comparison to his knowledge of previous approach patterns of other plans. Came in very low and suddenly the tail "wagged" to its left side, and then it continued straight but then made a very sharp right turn and turned to its side allowing Mr. Polevoy to view the bottom of the plane which he noted was white in color with red stripes. He watched the plane go behind a building at a straight angle until it disappeared behind the buildings. Mr. Polevoy did not see the actual impact but did hear the explosions.

Robert Piccininni

[REDACTED]
Ridgefield, NJ 07657
[REDACTED]

On Tuesday, May 16, 2017 I met with Mr. Robert Piccininni at the crash site at which time I conducted an interview with regarding events he had observed in relation to this airplane crash. Mr. Piccininni is an employee of the Dr. Pepper Snapple Group [Yoo-Hoo Plant] located at 600 Commercial Avenue. On Monday, May 15, 2017, at approximately 15:15 hours, Mr. Piccininni was outside within the loading bay parking lot of the property when he observed a jet airplane, possibly a Gulf Stream style plane fly over or nearly over the Yoo-Hoo Property. Mr. Piccininni watched this plan which appeared to be set for landing at Teterboro airport which he determined because of the plane's altitude and its wheels were in the lowered position. As Mr. Piccininni watched this plane, it appeared to be descending normally but then he heard the engine noise increase in volume and the plane's nose suddenly pointed upward as if

the pilot was attempting to gain altitude. The plane's wheels retracted and continued to fly and the altered its course, which Mr. Piccininni believed the high winds caused this and the pilot was going to swing around for another landing approach.

Mr. Piccininni believed it to be approximately 10 to 15 minutes later when he started to walk towards the plant entrance door located on the northern side of the building. He heard a plane flying towards him from the west. Mr. Piccininni saw a smaller jet airplane which he described to be flying very low [he estimated to between 200 and 300 feet high] and appeared to be in some kind of distress as the plane flew over him. He did not believe he observed the plane's wheels in the lowered [deployed] position.

As it passed him, he heard the wind traveling over its wings and its engines. The plane continued to fly past his position for a short distance and then he saw the plane's wings bank to the right. Mr. Piccininni found himself screaming towards the plane "You can't do that! You don't have enough lift!" and though he couldn't turn he had to continue straight.

The plane began to roll towards its right (clockwise manner) allowing Mr. Piccininni to see the top portion of the aircraft, which appeared reddish in color. The plane headed straight down and crashed nose first, albeit he did not actually see the impact due to the plane having travelled past a building that obstructed his view. He heard the impact first, and then explosions accompanied by smoke. He then called 9-1-1 to report the crash.

Mr. Piccininni portrayed what he had observed using a crude map that I had drawn for his reference. This map was made part of this report. At the conclusion of his interview, Officer Colombo and I accompanied Mr. Piccininni to 600 Commercial Avenue where he showed us his positioning and the plane's positioning as he had observed it on May 15th. While we were on scene, we discovered a surveillance camera was located atop of the building facing in a westerly direction.

Mr. Piccininni advised me the point of contact to obtain any possible video was the plant manager, William Pedoto.

Wilse Suarez

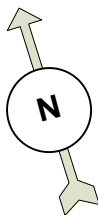
[REDACTED]
Staten Island, NY 10314
[REDACTED]

On Tuesday, May 16, 2017 I met with Mr. Wilse Suarez at the crash site at which time I conducted an interview with regarding events he had observed in relation to this airplane crash. Mr. Suarez is employed as manager at the Albee Baby located at 110 Amor Avenue. He was accompanied by his friend Ismael Dyarza within the parking lot of his company when he heard a loud revving noise. He looked up and saw plane about 400 feet high with its nose upward as if the pilot was trying to gain altitude. Once the plan passed over the it made a sharp left, banked right appearing to be an overcompensation and then banked left again and then went straight down.

Mr. Suarez indicated the path of the plane on a handwritten sketch that was made part of this investigation file.



Carlstadt Police Department
#17-04698
May 15, 2017
15:29:50 Hours

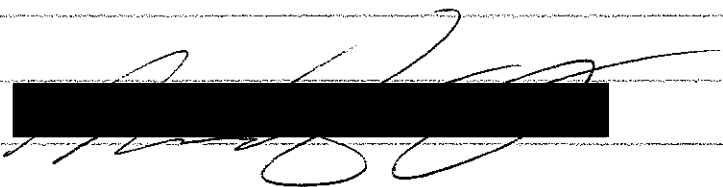


Witnesses

1. Rocco Facciolo
2. Ken Marion
3. Sam Gambia
4. Alexander Lawrence
5. Nathaniel Solovien
6. Wilse Suarez
7. Marc Polevoy
8. Robert Piccininni

7-5-2017

To Whom It may Concern,
Upon the Arrival of the Lear 35 the flight crew showed no signs of being in a Rush. Once they opened up the door I ASKed what Services they needed And Started to ASSIST them. A Set of newspapers, Ice, And A TOP off of fuel. Once I fueled the Lear I Performed A TOP off With Anti Ice Addative, because Lear 35's require Addative. Once finished the Pilot ASKed IF I made Sure Addative went into the fuel I Reassured him by Showing him The fuel Slip that Printed out Proving that the fueling was correct. Once the Passengers Arrived I ASSISTed the Crew Loading baggage. Once the Passengers And crew were on board The crew fired up Each Engine. And performed full control Check Prior to TAXI. Everything was functional. They got their Clearance to TAXI and proceeded to do so. Not Long after They were off the ground To Their next Destination


[REDACTED]
Michael Shea Jr