



# Cresskill Police Department

67 Union Avenue, Cresskill, NJ 07626  
Phone: 201-568-1400 Fax: 201-568-4862 Mun. Code: 0208  
Supplemental Investigation Report



Narrative Continued (Page 2)

Case Number

15-14040C

provide an avenue of communication between their command center and the agencies at the site. They were also on scene to provide witness to the investigative accounts as it occurred. The representatives from the FAA were on scene to continue their inspection of the plane from a plain view stand point but they were advised that through Washington and the NTSB that this is now under the control and authority of the NTSB. The FAA representatives stated that the NTSB will not be responding to the crash site but will be sending an aircraft recovery crew to the scene to retrieve the aircraft and transport it to their warehouse in Delaware.

The representatives from the USCG stated that the pilot and the observer are Coast Guard Auxiliary members who were performing routine maritime patrols for domain awareness. According to the pilot's log on 09/02, entered with "jack" next to the entry, the fuel level was filled to capacity for each tank prior to mission flight. The initial information gathered was that this aircraft left from Lincoln Park Airport and was not in flight long enough to expend two full tanks of fuel. USCG representative Cruz stated that he observed the two cables bringing power to the one spark plug and USCG representative Witig stated he did not observe any evidence that the spark plug was firing or operated properly. FAA safety investigator Zuza stated he followed up with the mechanic to see if anyone had worked on the plane and was informed that they had not, but investigator Zuza learned through video surveillance at the airport that the plane was in fact taxied to the mechanics hanger the evening prior to this crash.

The contracted retrieval and removal company for the plane was Anglin Aircraft Recovery out of [REDACTED]. The individual who responded to remove the aircraft and take custody of such were Stephen Berky, contact info [REDACTED] and Jake Jewell, contact info [REDACTED]. The vehicle registration which they operated was Delaware [REDACTED]. Lt. Saunders remained on scene of the crash site while Anglin loaded the plane onto the trailer, while Detective Franke, investigator's Buttikofer and Zuza as well as USCG representatives Snyder and Walters and I responded to Hackensack Medical Center to attempt to interview to the pilot and the observer.

All representatives arrived at Hackensack Hospital and responded to the location where Erik Pearson was located and spoke to the doctor on that floor. The doctor stated that Mr. Pearson was sedated and was not able to communicate at this time. The doctor stated Mr. Pearson was slated for another surgery Saturday morning and most likely would not be able to speak for a couple of days. It was decided that we would make contact with Trisha Pearson, Erik's wife to offer our services and establish a line of communication with the family.

We then responded to the area of the hospital where Jacov Rosenberg was currently in recovery at. Mr. Rosenberg was able and willing to speak with us so we proceeded to ask a number of questions regarding pre-flight, mid-flight and the emergency landing. Mr. Rosenberg was very matter of fact in his ability to recall the events and measures he took during the course of his flight and emergency landing. Mr. Rosenberg stated that he took off from Lincoln Park around 1pm, he stated the exact time was in his flight log. Mr. Rosenberg stated his next stop was Farmingdale, NY to pick up his observer. Mr. Rosenberg stated he felt a vibration, he wasnt sure what it was but equated it to turbulence. Mr. Rosenberg stated he had to go around LaGuardia in order to get to Farmingdale. Mr Rosenberg stated he picked up his observer and headed north towards Albany. Mr. Rosenberg stated the plan was to go

**Officer of Record:** **Date:**

Ptl./Det. Jason Lanzilotti [REDACTED] 09/04/15



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Shrewsbury River. Mr. Rosenberg stated they were flying for approximately 2 hours when they experienced engine trouble. Mr. Rosenberg stated the plane began to sputter. Mr. Rosenberg stated that they were at approximately 2,000 feet when the engine failed. Mr. Rosenberg stated he tried to restart the plane with negative results, he then attempted to troubleshoot the problem and that wasn't working. Mr. Rosenberg stated he tried the auxiliary fuel but couldn't get it to restart. Mr. Rosenberg stated that he informed Erik to call for the Mayday and that they would be conducting an emergency landing. Mr. Rosenberg stated he saw a field and was going to put it down there but saw a bunch of kids, Tenafly, so he decided he could not land there and risk killing any kids. Mr. Rosenberg stated he circled around and decided to land on the next field, Cresskill. Mr. Rosenberg stated he did not know if he was going to clear the trees near the swim club and stated the prop was no longer spinning. Mr. Rosenberg stated he made a right turn to put the plane on the field and was just trying to avoid hitting any trees.

Mr. Rosenberg was asked if he has his maintenance performed at the Lincoln Park repair shop and he stated he does. Mr. Rosenberg was asked the last time he had work done and Mr. Rosenberg stated that he flew a mission on Wednesday and did not have any problems. Mr. Rosenberg stated Joey topped off the fuel after Wednesday's mission and Frank took the plane for maintenance after that. Mr. Rosenberg stated that the plane went to Frank to have the tubing from the engine to the pressure gauge replaced. Mr. Rosenberg stated he performed all his preflight checks the next day and everything was in perfect shape. Mr. Rosenberg was asked how much fuel he had left when he experienced the engine trouble and he stated full. Mr. Rosenberg was asked how much fuel he had prior to this mission when leaving Lincoln park and Mr. Rosenberg stated full. Mr. Rosenberg stated when he left he was full, that he had 66 galloons of fuel when he left for this mission, which would give him 6 hours of flight time and he was only out for approximately 2 hours. Mr. Rosenberg stated there was no way he ran out of gas and he could not understand what had happen. Mr. Rosenberg was asked if he heard any backfires or similar sounds and Mr. Rosenberg stated very clearly that there was none. In speaking with Mr. Rosenberg I found his account for the events which took place to be of someone answering with sound judgment and a distinct recollection of preflight, mid-flight and emergency landing operations, steps and measures that he needed to perform. Mr. Rosenberg did not vary in his answers and even when asked a similar question in a different manner his answers remained constant and matter of fact.

A notable item, which was expressed by the FAA, was the finding of Excedrin Migraine tablets which the FAA stated is a prohibited medication to have on the plane. All inquiries regarding the condition of the pilot and observer are only to be disseminated through the USCG Public Affairs personnel. All media related questions are to be handled by the FAA and the NTSB. There is a briefing scheduled at the FAA office on Tuesday September 8, 2015 at 11:00. Detective Franke and I along with the FAA and USCG.

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