



MEMORANDUM FOR RECORD

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

May 3, 2019

Subject: ERA19LA012; Westhampton, NY
Name: Various

On this day I spoke with various fixed based operators (FBO and maintenance facilities at the following airports in Connecticut: Oxford, Danbury, New Haven, Simsbury.

I asked if any of the operators or maintenance shops had ever serviced or sold oxygen to Mr. Raj Persaud, or if they had ever seen or serviced any oxygen systems or canisters for N593MS. None of them had ever sold or serviced oxygen for Mr. Persaud, or seen him with oxygen canisters, or seen any evidence of oxygen on N593MS.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date Interviewed: 1/29/2019
Person Interviewed: Nicholas Haarhoff, CFI
NTSB Accident Number: ERA19LA012

The following is a summary of a conversation that occurred with the above-named individual:

- This Certified Flight Instructor endorsed Mr. Persaud's logbook in December 2016, after giving Mr. Persaud an Instrument Proficiency Check (IPC) and Biannual Flight Review (BFR).
- Mr. Haarhoff stated that this was the last BFR/IPC he conducted with Mr. Persaud.
- He stated that Mr. Persaud did not keep his logbooks up to date, maintenance or otherwise.
- He stated that when he flew Mr. Persaud's airplanes for check-rides, he had to be very careful to ensure everything was okay because there tended to be discrepancies or deficiencies.
- He stated that Mr. Persaud's flying skills were good, but his judgment was not so good.
- He recounted a flight with Mr. Persaud when they were returning from Burlington, Vermont, to Oxford, Connecticut. He stated that they attempted an instrument approach into Oxford with Mr. Haarhoff at the controls and at the missed approach point, Mr. Haarhoff executed a missed approach when the runway environment was not in sight. After he executed the missed approach, Mr. Persaud wanted to try another approach, this time with Mr. Persaud at the controls. On this second approach, Mr. Haarhoff called "Minimums, go around" at the missed approach point, but Mr. Persaud continued to descend below the published minimum descent altitude.
- At that point, Mr. Haarhoff took the controls, said, "We're done," and flew the missed approach procedure. They continued to Bridgeport, where they landed and got a ride home.
- He stated that on another occasion when he was flying with Mr. Persaud, they were on an instrument flight plan and in instrument meteorological conditions. They were given radar vectors for an instrument approach into Bridgeport, Connecticut. He stated that



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while on the approach, Mr. Persaud got on the radio and said, "01X is cancelling IFR." Haarhoff responded, "What are you doing?" to which Mr. Persaud responded, "I can see it through the hole." Mr. Haarhoff said that they continued in and out of IMC and landed safely, although he was not comfortable with Mr. Persaud's actions.

- Mr. Haarhoff added that he didn't know if Mr. Persaud routinely carried portable oxygen.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date Interviewed: 12/21/2018, 1:30 pm
Person Interviewed: Malcom Macfarlan Dickinson (CFI)
NTSB Accident Number: ERA19LA012

The following is a summary of a conversation that occurred with the above-named individual:

- This Certified Flight Instructor had made entries in Mr. Persaud's logbook in April 2018, when he provided two days of flight instruction to Mr. Persaud in Mr. Persaud's recently purchased a Lake Buccaneer (single-engine hulled amphibian).
- Mr. Dickinson was given Mr. Persaud's name by a mutual acquaintance and flight instructor, Richard Kornutik, who informed him that Mr. Persaud had recently purchased this seaplane and had not yet learned how to operate it on water. He suggested that Mr. Dickinson, who is a flight instructor highly experienced with Lake seaplanes, contact Mr. Persaud to (a) offer to give Mr. Persaud instruction in the seaplane, and (b) inquire about doing some instructing at Oxford Flight Training.
- From his conversation with Mr. Kornutik, Mr. Dickinson gathered that
 - Mr. Persaud had purchased the Lake around December 2017 and had flown it back from Alaska with his friend Mr. Jim McLaughlin.
 - Mr. Persaud and McLaughlin flew the Lake back VFR because Mr. Persaud was not comfortable flying IFR. Mr. Persaud wanted another pilot with him if he was likely to encounter IFR conditions.
 - Prior to making the flight from Alaska after purchasing the plane, Mr. Persaud had no prior training in the Lake, other than perhaps a quick introduction from the seller.
- Mr. Dickinson called Mr. Persaud, who was indeed interested in flight instruction in his Lake Buccaneer.
- When Mr. Dickinson met Mr. Persaud for their first day of instruction, his impression in looking at the seaplane was that Mr. Persaud had purchased the cheapest one he could find. It had no ELT; one communication radio was inoperative; and the GPS was inoperative.



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- Mr. Persaud told Mr. Dickinson that he did the maintenance on the airplane himself, and that the airplane had a current annual inspection. Mr. Dickinson did not see the aircraft maintenance logbooks.
- During his preflight inspection, Mr. Dickinson drained the oil breather box, and was surprised to see that it was full. Mr. Dickinson had never seen an oil breather box become full, as it is drained before each flight, and typically has no more than an ounce or two of oil/water when drained. This indicated to him that Mr. Persaud had never drained it, even though this is an item on the preflight checklist. Mr. Persaud confirmed that he had never drained the box during any of his previous flights.
- During his preflight inspection, Mr. Dickinson noticed that a hole had been drilled in the fuel tank cap, approximately 3/4 inch in diameter. When he asked Mr. Persaud about this hole, Persaud explained that when flying the airplane back from Alaska with his friend, Jim McLaughlin, he had rigged a temporary extra fuel tank in the cabin and had fed fuel from the "ferry tank" into the main tank using a hand pump that transferred fuel through a tube that he ran from the cabin into the aircraft fuel tank through a hole in the fuel cap. Mr. Dickinson asked whether Mr. Persaud had obtained a permit for this modification, and Mr. Persaud replied that he had not.
- During his preflight inspection, Mr. Dickinson noticed that the hull of the plane was freshly painted. Mr. Persaud explained that he had made a gear-up landing in Montana during the flight from Alaska to Connecticut with Jim McLaughlin. Mr. Persaud indicated the airplane had to remain in Montana for several months for repairs to the hull, and that he had brought it from there to Connecticut in early April.
- A complete checkout in a Lake seaplane typically takes four or five instructional flights. Mr. Dickinson gave Mr. Persaud several hours of ground instruction and 3.4 hours of dual flight instruction in the Lake Buccaneer (1.8 on April 26, 2018 and 1.6 on April 30). When he called Mr. Persaud to schedule a third flight, Mr. Persaud declined, and indicated that he was done with the instruction.
- Mr. Dickinson explained to Mr. Persaud that he had not completed a checkout in this airplane. Procedures they had not yet covered included rough water takeoffs and landings; glassy water takeoffs and landings; aborted takeoffs; and emergency procedures.
- When Mr. Dickinson was at Waterbury-Oxford Airport on 9/9/2018, he noted a poster-sized advertisement prominently displayed in the lobby of Atlantic Aviation. It was an advertisement from Oxford Flight Training, offering flight training in the Lake Buccaneer seaplane. He subsequently called Mr. Persaud to ask whether Mr. Persaud had completed his Lake checkout with another instructor, or whether Mr. Persaud was advertising



NTSB RECORD OF CONVERSATION

training with the intent of having Mr. Dickinson conduct the training. Mr. Persaud indicated that he had not undertaken any additional training in the Lake and stated that he was unable to use Mr. Dickinson as an instructor because his insurance policy covered only Mr. Persaud as the named pilot.

- As part of his volunteer duties with Civil Air Patrol, Mr. Dickinson served as the organization's mishap investigator for a maintenance-related mishap that occurred on 4/22/2018. A Civil Air Patrol airplane, N473CP, had departed the runway during a landing in New Jersey due to one wheel locking up. A mechanic in New Jersey, Mr. Billy O'Hara, determined that the cause of the mishap was severely worn parts in the landing gear and brake system. During Mr. Dickinson's investigation, he interviewed Mr. O'Hara, who stated that it had required over \$12,000 in repairs to make the aircraft airworthy. Mr. O'Hara stated unequivocally that the previous 100-hour inspection and annual inspection should both have discovered the worn parts and replaced them. Mr. Dickinson did not have access to the aircraft's log books to determine who had done the prior maintenance, but in his investigator's report he recommended that Civil Air Patrol determine which mechanic had done the substandard maintenance inspection and avoid using that shop in the future.
- It subsequently came to light that the 100-hour inspection to the mishap aircraft had been done a few months prior to the mishap by Mr. Persaud (acting as A&P mechanic) together with Mr. Jim McLaughlin (acting as a student working toward his A&P certificate under the supervision of Mr. Persaud).
- When he heard of Persaud's fatal accident, Mr. Dickinson was not surprised, because he had heard from other local pilots that Mr. Persaud was known to take undue risks and was also known to conduct minimal maintenance on his airplanes; that Mr. Persaud had flown aircraft in the Caribbean without airworthiness certificates; and that Mr. Persaud had been violated by the FAA for false maintenance log entries.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 10/29/2018, 7:30 am
Person Interviewed: Mr. Jonathon Ross, Designated Airworthiness Representative
NTSB Accident Number: ERA19LA012

The following is a summary of a conversation that occurred with the above-named individual:

- This Designated Airworthiness Representative (DAR) stated that Mr. Persaud had initially contacted him several years ago about an aircraft export to Guyana.
- At this time, he became aware from discussions with colleagues that Mr. Persaud's certificate had previously been revoked.
- He stated that when he contacted Mr. Persaud, Mr. Persaud advised him that the airplane he was planning to export had been sold.
- He stated that Mr. Persaud informed him that he owned a flight school and asked if he would do flight tests for his students, and he agreed.
- He noted that the airplane had airworthiness issues and his impression was that the maintenance, which Mr. Persaud did himself, was sloppy. He would "get on" Mr. Persaud about the maintenance, but nothing seemed to change.
- He stated that on a check-ride for one of Mr. Persaud's flight instructor's students, the student complained that Mr. Persaud was "loose."
- He further stated that he believed this was a "bogus charter flight under the guise of instruction."



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 5/3/2019, 9:40 am

Person Interviewed: Mr. Kyle Colasanto, Image Aviation Services

NTSB Accident Number: ERA19LA012

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Colasanto is the owner of Image Aviation Services at Oxford Airport and a former employee (flight instructor) of Mr. Persaud.
- He reported that he did not like the way things were done at Mr. Persaud's flight school and left in 2005 when he no longer felt safe flying the airplanes.
- When asked for examples of what made him feel unsafe flying Mr. Persaud's airplanes, he stated, "There is a certain allotment of time that it takes to get maintenance work done, and yet items would just show up as "completed" overnight or in time periods not generally considered adequate for the work needing completion.
- He added that one day there was a carburetor fire and Mr. Persaud put the fire out with a fire extinguisher and said the airplane was "good to go" and expected Mr. Colasanto to fly the airplane without inspecting or replacing the carburetor, determining the cause of the fire, or ensuring that extinguishing fluid had not penetrated the carburetor. That was the final straw that led Mr. Colasanto to leave Mr. Persaud's employ and start his own company.
- He added that, "Everyone kept saying, 'It's not a matter of if, but when' when it came to Raj, but no one really wanted to do anything about it."
- When asked if his company ever sold oxygen bottles to Mr. Persaud, he responded that Image Aviation is the only place on the airport who sells and can service oxygen tanks, but that he never saw Mr. Persaud with oxygen bottles, had no awareness of Mr. Persaud using oxygen on this airplanes, and never serviced any oxygen bottles.
- He further added that in March 2019, the state of Connecticut asked him to go into Mr. Persaud's hangar to inventory and estimate the value of everything there, and that when he did so, he did not witness any oxygen bottles, masks or tubing.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 10/22/2018
Person Interviewed: Scott Lewis, recovery diver
NTSB Accident Number: ERA19LA012

The following is a summary of a conversation that occurred with the above-named individual:

- The plane came to rest inverted on the ocean floor. At least two of the landing gear were protruding above the fuselage.
- The conditions were very low visibility.
- The private pilot was fastened into the front left of the airplane and the diver cut the lap seatbelt to free him. If there was a shoulder belt, he stated that it would have had to retract on its own once that cut was made as it was not in his way.
- The female passenger was sitting in the forward-facing seat behind (third row of seats) facing forward, and he cut the lap belt to free her.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 10/16/2018
Person Interviewed: Christopher Frillici, flight student
NTSB Accident Number: ERA19LA012

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Frillici was one of Mr. Persaud's flight students.
- They typically flew every Saturday morning, and he was scheduled to have a lesson with Mr. Persaud at 8 am the morning of the accident.
- He last communicated with Mr. Persaud at 11:09 Friday evening, when Mr. Persaud said that he was flying a student down to South Carolina and would have to have their lesson another time.
- He asked if perhaps he could fly with them down to SC. Mr. Persaud stated he was going to drop the student off in SC and said that he could perhaps come along and sit in the back on the way down and then fly the airplane back.
- Mr. Persaud said he would talk to the student and see if anyone else was coming along and then get back to him, but never did call back.
- Mr. Frillici stated that going to Danbury for fuel before a long flight was normal since it was cheaper.
- He stated that when they flew last week (8-10 am Saturday, Oct 6) out of KLXC, the ceilings were reported at 1300. They took off VFR and hit the clouds at 1000 ft so they went between the clouds to get to New Haven, where they did one touch and go and then turned back before the Oxford weather got worse. On the way back they had to request a special VFR to get back into Oxford. It was scattered and hazy.
- He stated that on another day they were taking off at Oxford and they once again requested a special VFR, and that requesting Special VFRs was not unusual.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region

Date: 10/31/2018; 9:15 am

Person Interviewed: Walker Woodworth (Instructor at Oxford Flight Training)

NTSB Accident Number: ERA19LA012

Narrative:

- Mr Woodworth reported that Mr. Persaud had been his flight instructor.
- He reported that he received his private pilot certificate when he was younger and started flying again in July 2015. Mr. Persaud assisted him in getting current and obtaining his Instrument, Multi-engine, Commercial and Certified Flight Instructor (CFI) certificates.
- When he received his CFI in May 2018, he started to instruct for Mr. Persaud at Oxford Flight Training.
- He viewed Mr. Persaud as a good, instinctive pilot. He would allow his students to fix their mistakes up in the air but would interject to prevent something bad from happening.
- Mr. Persaud had asked him to fly as a flight instructor with Mr. Terbrusch, along with Mr. Terbrusch's son and friend, the weekend of July 28, 2018, from Danbury to Newport, Rhode Island in a single engine airplane. Mr. Terbrusch wanted flight instruction in cross country planning and help in becoming a current pilot. He explained that Mr. Terbrusch's parents were vacationing in Rhode Island and that they flew over to join his parents. Mr. Woodworth flew home alone and returned the next day to fly back with Mr. Terbrusch and his party, again as cross-country instruction.
- Mr. Woodworth recalled signing Mr. Terbrusch's logbook for the cross-country instruction flights and stated that Mr. Terbrusch's flying skills were "rusty." He sensed that Mr. Terbrusch was not comfortable flying the plane, and Mr. Terbrusch had asked for help from him to perform both landings.
- He stated that Mr. Terbrusch mentioned attending a flight school in Danbury but indicated that the airplanes they used were older, and that he didn't like their airplanes and he wanted to make long cross-country flights with newer planes.
- He noted that he and Mr. Persaud routinely flew the Seneca at or around 10,000 feet but was surprised to hear that the day of the accident he was flying so high.



NTSB RECORD OF CONVERSATION

- Mr. Woodworth's perception was that Mr. Persaud was "impatient flying in the system." He stated that Mr. Persaud would usually ask for flight following but go VFR. He would find a hole to go up above the clouds. He much preferred to go direct to a destination if possible, but Mr. Woodworth had seen Mr. Persaud request and receive a "pick-up" IFR clearance on several occasions if the cloud clearance was such that VFR cloud clearance could not be maintained or a descent to an airport required descending through an overcast layer.
- When asked if he noted any anomalies with any of the accident airplane's instruments, he reported that when he flew it a couple weeks before the accident, he had to reset the directional gyro every 10 minutes by flying straight and level and resetting it to match the magnetic compass. He stated that it seemed similar to other older vacuum directional gyro's, perhaps a little more sensitive to needing adjustment.
- When asked if he had ever requested Special VFR with Mr. Persaud, he responded that Mr. Persaud had suggested it on one occasion when they were returning to KOXC and the weather had deteriorated as they got closer. Mr. Woodworth listened to ATIS which reported light snow, lower visibility and an overcast layer and suggested to Mr. Persaud that they file an IFR flight plan. Mr. Persaud responded, "Have you ever heard of Special VFR?" Mr. Woodworth said that he preferred to file IFR, and let MR. Persaud know that, and they did so, and flew in on an instrument approach.
- Mr. Woodworth said that it was common knowledge with the pilots who knew Mr. Persaud that he much preferred to fly "outside the system." "A broken ceiling to him was just that . . . broken . . . and he would find a hole to climb through." He stated that Mr. Persaud was "always about getting VFR on Top."
- He stated that he did not know how much Mr. Persaud flew in instrument conditions. He was never asked to go up as a safety pilot for him to fly approaches. He had no awareness of Mr. Persaud ever flying with anyone else to practice his IFR skills, and felt he was the closest instructor to Mr. Persaud so that if he was flying with anyone, it would have been him.



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region

Date: 11/21/2019; 7:50 am EST
Person Interviewed: Walker Woodworth
NTSB Accident Number: ERA19LA012

- Mr. Woodworth stated that Mr. Persaud was aware of the directional gyro precession. They had discussed the issue in August 2018, when they were flying the accident airplane and Mr. Woodworth noticed the deviation between GPS course heading and the course the directional gyro indicated the airplane was flying.
- Mr. Woodworth stated that he “had to stay on top of it. It would precess a few degrees every fifteen minutes.”
- Mr. Woodworth indicated that neither he nor Mr. Persaud considered it abnormal for one of these “old style” directional gyros to see this amount of precession. They just “compensated for it.” Mr. Woodworth stated that he would not fly this airplane in instrument conditions.
- He stated that one of the vacuum pumps had not been working a couple months before the accident, although he did not recall which one. Mr. Persaud knew it was not working at the time.
- He stated that that Mr. Persaud did not like the restrictions around New York and being vectored all over the place and would always get to VFR On Top.
- Mr. Woodworth used Foreflight but was not aware what Raj used for weather.
- Mr. Woodworth did not believe that that Mr. Persaud was instrument-current at the time of the accident.

From: [REDACTED]
To: [REDACTED]
Subject: Pier Seneca: Oxford Flight School
Date: Wednesday, December 12, 2018 9:02:38 AM

From: Walter Britton <[REDACTED]>
Sent: Tuesday, December 12, 2018 4:27 PM
To: Spencer Lynn <[REDACTED]>
Cc: Walter Britton <[REDACTED]>
Subject: Oxford Flight: Piper Seneca

Lynn,

As per our phone conversation, this is a diver provided description of the A/C wreckage it lay on the bottom on the day the victims were recovered: Water visibility was at zero...feet. These dives occurred on **Day 2** of accident.

The fuselage appeared to be laying in an East-West direction with the nose pointed East.

The fuselage was laying upside down on its roof.

The fuselage still appeared to have the tail attached. (a per two different divers)

The fuselage seemed to be crushed down on its roof. Doors jammed..

The Starboard side wing was attached to the fuselage and still had the engine and propeller in place.

The Starboard propeller blades were straight **NOT** bent.

The Starboard main mount landing gear was in the dropped down position and wheel still attached.

The Starboard wing tip from the engine outboard was missing. (recovered on the surface the **Day 1** of accident) along with pilots body floating on surface.

Port Side Wing: Located about 250 yards Southeast of Fuselage in 33 feet of water:

Wreckage was identified by side scan sonar on Day 2 and marked with a large buoy and weighted block Later identified as Port Side wing, engine, propeller and main mount landing gear. (no tire attached)

That wreckage, **Port Side Wing** was relocated 5 weeks later (Insurance and weather delays) by side

scan sonar at the original location that we had on a Day 2.

Divers confirmed the wreckage (Port Side Wing) as it lay on the bottom as being upside down and laying with the wing root facing in an Easterly direction.

The PSW had the main mount deployed and no tire was attached.

The engine and propeller were still attached to wing.

The propeller appeared to be in a feathered position and blades were **NOT** bent.

If there is anything more I can provide please let me know...

Walt Britton

East End Dive Services

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: RE: Favor please
Date: Tuesday, December 18, 2018 1:24:10 PM

Lynn,

Based on the tower and ATC recordings you played for me, I believe those recordings to be the voice of Raj Persaud.

Regards

Walker Woodworth

From: Spencer Lynn [REDACTED]
Sent: Tuesday, December 18, 2018 12:18 PM
To: Walker Woodworth
Subject: Favor please

Mr. Woodworth,

Would you be willing to listen to a couple of sound clips and tell me if I am hearing Mr. Persaud? Not knowing either Mr. Persaud or Mr. Terbrusch, this would be very helpful. If this works for you, just call me at [REDACTED] and we can set up a time.

Thanks again!

Lynn Spencer
Air Safety Investigator
National Transportation Safety Board

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Walker Woodworth [REDACTED]
Sent: Tuesday, December 18, 2018 11:06 AM
To: Spencer Lynn [REDACTED]
Subject: RE: Follow-Up


Lynn


I only have one.

His name is Tom Krasowski [REDACTED]

Regards

Walker Woodworth
President



From: Spencer Lynn 
Sent: Tuesday, December 18, 2018 11:01 AM
To: Walker Woodworth
Subject: Follow-Up


Good morning, Mr. Woodworth,

I hope this email finds you well. I was wondering if you could provide me with any contact information (names, numbers, emails) for the other instructors there at Oxford Flight Training?

I would most appreciative.

Thanks,

Lynn Spencer
Air Safety Investigator
National Transportation Safety Board



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recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.

SUPPORTING DEPOSITION (CPL § 100.20)

THE PEOPLE OF THE STATE OF NEW YORK
VS

DEFENDANT(S)

LOCATION OF INCIDENT:

STATE OF NEW YORK, _____ COURT

COUNTY OF SUFFOLK
Village
Quogue OF QuogueLOCATION OF DEPOSITION:

STATE OF NEW YORK

COUNTY OF SUFFOLK
Village OF QuogueOn DATE: 10/13/18 at TIME STARTED: 1:30 ☒ AM ☐ PM, I, FULL NAME: MARK T. Barauskas

STATE THE FOLLOWING: I am providing this statement to Inv. Ralph Rodriguez at the Surf Club of Quogue. I was surfing approximately 50' off the beach approximately 100 yds west of the club house of the surf club. At about 10:45 am I heard an engine ~~throttle~~ throttle up severely and wind back down about three times w/in a 3 to 5 minute period, in the sky to the west. I could not see any thing as it was very cloudy & grey as well as the skies hazy and it was raining. The final time I heard the engine noise I looked to the sky at about 20° SSW of direct south and saw a recreational plane fuselage w/ a compromised wing attached nose dive from the clouds about 2,500' from the shore line. The plane was white w/ airforce/royal blue design markings.

NOTICE

(Penal Law Sec. 210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a

Affirmed under penalty of perjury
this 13th day of October, 20 18
- or -*Subscribed and Sworn to before me
this _____ day of _____, 20 ____

(SIGN)

(WITNESS)

(NAME OF PERSON TAKING DEPOSITION)

TIME ENDED

☐ AM
☒ PM

10.13.18

2:04

THE PEOPLE OF THE STATE OF NEW YORK VS.

DEFENDANT(S)

The plane made a huge splash into the ocean as if it were a whale plummeting from the sky into the water. I immediately paddled ~~my~~ ^{my} ~~way~~ ⁱⁿ to the shore and ran to my truck to dial "911". I explained what had just happened and told them to get someone down here fast. I then got off the phone and saw my friend Tim Carbone who is the manager of the Surf Club and lives in the cottage on the Club premises. He had heard the engine throttling up and down and ran over the dune to the beach to see what it was. He said that he saw a wing float down out of the sky. Tim and I waited and watched the debris in the ocean drift to the east. The authorities then arrived. ^{ru-1} 10.13.18

NOTICE

(Penal Law Sec. 210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a

Affirmed under penalty of perjury

this 13th day of October, 20 18
- or -

*Subscribed and Sworn to before me

this _____ day of _____, 20 _____

* This form need be sworn to only when specifically required by the court.

✓
(SIGNATURE)

(WITNESS)

(NAME OF PERSON TAKING DEPOSITION)

TIME ENDED 2:04 ☐ AM ☒ PM

10.13.18

THE PEOPLE OF THE STATE OF NEW YORK
VS

DEFENDANT(S)

LOCATION OF INCIDENT:

STATE OF NEW YORK, _____ COURT

COUNTY OF SUFFOLKVillage OF QueogueLOCATION OF DEPOSITION:

STATE OF NEW YORK

COUNTY OF SUFFOLKVillage OF Queogue

On DATE: 10/13/18 at TIME STARTED: 1:30 ☐ AM ☒ PM, I, FULL NAME: Marie S. Frederick K

STATE THE FOLLOWING:

I am providing this statement to Inv. Ralph Rodriguez at the Surf Club at Queogue. At approximate 10:45 A.M.

I was clearing a pool with my husband at 20 Dune Rd Queogue when we heard the sound of a small airplane. At first the sounds were as if it were a stunt plane doing spins (pitch changing). After a few moments the engine made a surging sound as if trying to make a push forward. The sound seemed like it was going W to E. Next it was followed by I believe a pop but mostly the loud engine to total silence.

We looked up and saw two large pieces of metal flying down to the ground. When we went down the boardwalk to the ocean we could see something floating in the ocean approx ~~100 ft~~ or 150 ft. straight in front of Surf Club.

I ran down the beach to see if I could help. It was still raining and I did not see the actual plane^{itself} or smoke or passengers, just the metal pieces.

NOTICE

(Penal Law Sec. 210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a Class A Misdemeanor.

Affirmed under penalty of perjury

this 13th day of October, 20 18
- or -

*Subscribed and Sworn to before me

this _____ day of _____, 20 _____

(WITNESS)

TIME ENDED

☐ AM
☒ PM

(NAME OF PERSON TAKING DEPOSITION)

* This form need be sworn to only when specifically required by the court.

THE PEOPLE OF THE STATE OF NEW YORK
VS

DEFENDANT(S)

LOCATION OF INCIDENT:

STATE OF NEW YORK, _____ COURT

COUNTY OF SuffolkVillage OF QuogueLOCATION OF DEPOSITION:

STATE OF NEW YORK

COUNTY OF SUFFOLKVillage OF Quogue

DATE:

On 10/13/18

TIME STARTED:

at 1:52☐ AM
☒ PM

FULL NAME:

I, Edward F. Shea

STATE THE FOLLOWING:

I'm proving this statement to Inv Ralph Rodriguez at the Surf Club at Quogue. I came to the Surf club at approx. 1030 AM to do some fishing I was active (just past) fishing when I heard a sound of what was thought to be a plane sound pitch up & down rolling sound, looked up couldn't see a plane due to it was very cloudy & light rain. Then heard a high pitch wire sound that got louder. then heard a loud "pop" sound & a few seconds later saw a large piece of debris falling from the sky & hit the water approx. 1/2 mile off shore, then a few seconds later another piece (smaller) and a few seconds later another piece (larger) at that time I called 911 at 11:00 AM

NOTICE

(Penal Law Sec. 210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a Class A Misdemeanor.

Affirmed under penalty of perjury

this 13th day of October, 20 18

- or -

*Subscribed and Sworn to before me

this _____ day of _____, 20 _____

* This form need be sworn to only when specifically required by the court.

(SIGNATURE OF DEPONENT) -

(WITNESS)

TIME ENDED

☐ AM
☒ PM

(NAME OF PERSON TAKING DEPOSITION)

THE PEOPLE OF THE STATE OF NEW YORK

VS.

DEFENDANT(S)

At the time I saw the pieces falling I did not see any fire or smoke only the loud "pop". And did not see any Body or Body's falling only what was thought to be parts of a plane 3 large sections. The pop sound was not an explosion.

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(WITNESS)

TIME ENDED

☐ AM☐ PM

(NAME OF PERSON TAKING DEPOSITION)