



UNCLASSIFIED//FOUO

Filing and Security



Primary Case:

300B-NY-3120603

Case Title:

(U//FOUO) Helicopter Crash in Midtown Manhattan

Serial Number:

6

Serialized:

06/13/2019

Category:

Assessment

Initiated:

06/10/2019

Set to Expire

07/10/2019

Referenced By:

300B-NY-3120603

Accomplishment

Details



Document Title:

(U//FOUO) Interview of Joseph Cortez (Operations Manager) & Patricia Wagner (General Manager)

Drafted Date:

06/11/2019

Type of Activity:

Interview

Methods

In Person

Activity Date:

06/11/2019

At:

Manhattan, New York, United States

Details:

(U//FOUO)

Joseph Cortez (Cortez), a Operations Manager and 24 year employee at Atlantic Aviation, telephone number [REDACTED] was interviewed at Atlantic Aviation Heliport at 499 East 34th Street, New York, 10016. After being advised of the identity of the interviewing Special Agent Kia Raf-Caro and Supervisory Special Agent Michael Regan and the nature of the interview, Cortez and Wagner provided the following information:

Cortez stated he knew Timothy McCormick (McCormick) as the Pilot for Danieli Bondini (Bondini) for the last 5 or 6 years. Cortez stated the relationship between Bondini and McCormick as fair and easy going. Cortez stated that Bondini likes to fly his helicopter and does so often. On June 10, 2019, Cortez stated that upon landing, Cortez viewed Bondini at the lead controls for the helicopter. Cortez said the landing was fair. Cortez said that Bondini flies himself in and out of the Heliport and usually has dual pilots in the helicopter.

On June 10, 2019, Cortez said Bondini was transmitting over the radio, requesting a space to land at Atlantic. Cortez stated spot "transit" was available to use. At 11:32am, Bondini landed the Augusta 109 Helicopter, tail number 200BK at Atlantic. Bondini and McCormick exited the aircraft, unloaded the bags and Bondini got into his car. Cortez said McCormick shut down the aircraft. McCormick was seen waiting inside the building, checking his iPad and phone, waiting for the weather to clear.

When asked by the interviewing agents if Bondini would have been charged if the helicopter stayed at the heliport, even during bad weather, Cortez replied yes. The charges started at \$200/hr and \$250/hr overnight plus a landing fee. Cortez added that Bondini flew in from White Plains and was unsure of where the plane was based. Cortez further added that Bondini's aircraft was never at Atlantic long and it was usually a quick drop off and turn around by Bondini.

When asked by the agents if there was anything else to add, Cortez replied no. Interviewing agents left their contact information in the event that Cortez wanted to share any additional information.

Indexing



| Display Name        | Enterprise Role  | Entity Role | Entity Type  | US Person |
|---------------------|------------------|-------------|--------------|-----------|
| Atlantic Aviation   | ENTERPRISE INDEX | Reference   | ORGANIZATION | Unknown   |
| Timothy J McCormick | ENTERPRISE INDEX | Victim      | PERSON       | Unknown   |
| Danieli Bondini     | ENTERPRISE INDEX | Reference   | PERSON       | Unknown   |
| Patricia Wagner     | ENTERPRISE INDEX | Reference   | PERSON       | Unknown   |
| Joseph Cortez       | ENTERPRISE INDEX | Reference   | PERSON       | Unknown   |



Accomplishments



Accomplishment: *Post-Incident Response*  
Agency Designation: FBI and Task Force  
Claimant: RAF KIA F  
Date: 06/10/2019  
Incident Response Type: Other Incident Type  
Incident Results: Other Incident Result  
Location of Investigative Method: United States (50 States and D.C.)  
Task Force: NY NEW YORK JOINT TERRORISM TASK FORCE (JTTF)  
Technical Source Coverage: No

Intelligence



Intelligence Value: No Intelligence Value  
Potential IIR/SIR? No  
Sentinel Tags: *No Sentinel Tags Selected*  
  
Can you identify the source of this information? No

Routing



Drafted By: RAF KIA F   
Coauthor(s): REGAN MICHAEL   
Approved By: A/SSA KULLMANN NATHANIEL JAMES

UNCLASSIFIED

## Filing and Security

Primary Case: 300B-NY-3120603

Case Title: (U//FOUO) Helicopter Crash in Midtown Manhattan

Serial Number: 5

Serialized: 06/13/2019

Category: Assessment

Initiated: 06/10/2019

Set to Expire 07/10/2019

## Details

Document Title: (U) Interview of DANIELE BODINI

Drafted Date: 06/12/2019

Type of Activity: Interview

Methods Phone

Activity Date: 06/10/2019

At: New York, New York, United States

Details: (U)

(U) DANIELE BODINI (BODINI), date of birth (DOB) [REDACTED], residence address [REDACTED] New York, NY 10021, was interviewed telephonically. After being advised of the identity of the interviewing Agent and the nature of the interview, BODINI provided the following information:

(U) BODINI flew with pilot TIMOTHY JUDE MCCORMACK(MCCORMACK) from White Plains, NY to Manhattan on June 10, 2019. BODINI had flown with MCCORMACK many times and stated that MCCORMACK worked for the company for about 4 or 5 years. BODINI stated that there was no indication that his flight would be cancelled for weather. BODINI said he heard that the weather might decline later, but that there was nothing weather related that was threatening the cancellation of BODINI's particular flight.

(U) BODINI further stated that this was a normal flight, like any other, and there were no indications that MCCORMACK was under any emotional or mental stress or that he purposefully crashed the helicopter.

## Indexing

| Display Name           | Enterprise Role  | Entity Role | Entity Type | US Person |
|------------------------|------------------|-------------|-------------|-----------|
| Daniele Bodini         | ENTERPRISE INDEX | Reference   | PERSON      | Unknown   |
| TIMOTHY JUDE MCCORMACK | ENTERPRISE INDEX | Main        | PERSON      | Unknown   |

First Previous 1 Next Last

1 - 2 of 2 Entities



## Intelligence

Intelligence Value: No Intelligence Value  
Potential IIR/SIR? No  
Sentinel Tags: No Sentinel Tags Selected

Can you identify the source of this information? No



Routing

**Drafted By:** NELSON JEFFREY D   
**Approved By:** A/SSA KULLMANN NATHANIEL JAMES 



UNCLASSIFIED//FOUO

## Filing and Security



Primary Case: 149A-NY-3120603

Case Title: (U//FOUO) Helicopter  
Crash in Midtown  
Manhattan

Serial Number: 10

Serialized: 06/17/2019

Category: Assessment

Initiated: 06/10/2019

Set to Expire 07/10/2019

Referenced By: 149A-NY-3120603  
 Accomplishment 149A-NY-3120603  
 Accomplishment

## Details



Document Title: (U//FOUO) Interview of DAWN COSTELLO

Drafted Date: 06/14/2019

Type of Activity: Interview

Methods In Person

Activity Date: 06/11/2019

At: Salt Point, New York, United States

Details: (U//FOUO)

On 06/11/2019, SA Dominic S. Trippodo and TFO Jon Johnson interviewed DAWN COSTELLO, date of birth (DOB) [REDACTED] cellular telephone number [REDACTED] residence [REDACTED] Clinton Corners, New York, at La Puerta Azul, 2510 US-44, Salt Point, New York 12578. Also in attendance was CATHLEEN ANDRUCCI, the sister of COSTELLO. After interviewing agents provided their identities and the nature of the interview, COSTELLO provided the following information:

COSTELLO was the girlfriend of TIMOTHY MCCORMACK (TIM), who was a

corporate on-call pilot for DANIELE D. BODINI. COSTELLO was with TIM for approximately six years and last spoke with TIM at approximately 1200 on 06/10/2019 via cellular telephone. At the time of the telephonic conversation, TIM was at the Atlantic helicopter pad in New York City and told COSTELLO that he had a "window" and wanted to reposition the helicopter to Linden, New Jersey. TIM told COSTELLO that he "shouldn't be flying but had to fly him." COSTELLO advised that "him" referred to DANIELE D. BODINI. TIM further stated to COSTELLO that "this is bullshit." COSTELLO clarified that TIM referred to the request to fly BODINI in bad weather. COSTELLO asked TIM if he actually used that exact phrase directly to BODINI. TIM stated that he used those exact words and that he was upset. COSTELLO stated that TIM'S tone and words were completely out of character and that he was always professional regarding BODINI. COSTELLO had no further contact with TIM.

COSTELLO stated that TIM flew BODINI every Monday from his farm in Millbrook to New York City. TIM would then reposition the helicopter to Linden, New Jersey and drive up to Clinton Corners. On Friday, TIM would execute the route in reverse: drive to Linden, NJ, fly to the Atlantic pad, pick up BODINI, and return to Millbrook. The helicopter received service and maintenance primarily in Linden, NJ. Previously, the helicopter received service in Augusta, PA. COSTELLO advised that the log books for the helicopter were maintained with BODINI'S lawyers in New York City. COSTELLO believed the name of the firm was SULLIVAN and CROMWELL located at [REDACTED] New York, NY 1004.

On 06/10/2019, TIM woke up around 0600 and followed his same routine of breakfast consisting of an English muffin. COSTELLO advised that TIM was not preoccupied with any other stress to include health matters. During breakfast, TIM complained to COSTELLO about the flight from Millbrook to New York City, specifically about the bad weather. TIM finished breakfast and departed for BODINI'S farm in Millbrook.

On 06/09/2019, TIM expressed his apprehension about the flight the following day (06/10/2019). He repeatedly talked about the weather and became angry. TIM did not ingest any alcohol and went to bed at approximately 2130. COSTELLO advised that TIM slept well. COSTELLO stated that TIM followed the same routine for 06/08/2019 and was in good spirits.

TIM worked for BODINI for approximately five years as a corporate on-call pilot. BODINI would not tell TIM where to go until the last minute which caused TIM to get frustrated. BODINI frequently requested to fly to his properties in Long Island, Nevada, Wyoming, and the Bahamas. COSTELLO referenced TIM'S flight to Long Island during the week of 02 - 08 June 2019. TIM flew BODINI to play golf somewhere on Long Island and established a specific departure time from the golf course in order to make it back to Millbrook prior to bad weather. BODINI arrived approximately one hour late to the helicopter and caused a delayed departure. TIM flew around the bad weather but was apprehensive throughout the flight and became frustrated with BODINI.

During most if not all flights, BODINI actually flew the helicopter. COSTELLO advised that on multiple instances, TIM had to take the controls from BODINI due to BODINI'S unsafe and/or not proficient flying. Approximately three years ago, TIM flew BODINI to Reno, Nevada. During the flight, with BODINI on the controls, one of the rotor blades contacted a wire. TIM had to take the controls and safely landed the helicopter. BODINI exited the aircraft and left COSTELLO to deal with the wire strike.

COSTELLO described BODINI as a very selfish person who treated his staff, to include TIM, with disrespect. On multiple occasions, TIM confided in COSTELLO how BODINI screamed at various staff members. During a flight approximately one year ago, TIM flew BODINI from NY City to the Millbrook farm. En route, they experienced bad weather and had to land at the Hudson Valley Regional Airport. COSTELLO drove to the airport to pick up TIM and BODINI. COSTELLO stated that BODINI engaged in pleasant conversation during the drive to BODINI'S farm. After she dropped off BODINI, TIM stated that he never heard BODINI be so polite. TIM assessed that BODINI was like that because it was the first time he met COSTELLO. COSTELLO also stated that BODINI was very security conscience. Due to his status as an ambassador and his wealth, he had concern for his safety which was why he provided very little notice to TIM regarding flight destinations.

COSTELLO also stated that other pilots who flew for BODINI, had a bet on how long TIM would tolerate flying for BODINI. One of BODINI'S previous pilots became so upset with how BODINI treated him, landed in a field and walked away from the helicopter with BODINI still inside. Interviewing agents asked COSTELLO why TIM put up with the work conditions. COSTELLO responded that TIM was paid very well. COSTELLO also stated that TIM received his pay on the 15th and 30th of each month via a paper check but there was always an issue that caused a delay in the actual receipt of the checks. In addition to the pay, TIM had an expense account and would have to submit requests for reimbursement which took a long time to process. BODINI paid for the fuel and maintenance of the helicopter.

COSTELLO advised that TIM had one iPhone that was with him in the helicopter at the time of the crash and maintained a laptop at his residence in Clinton Corners, NY. COSTELLO asked interviewing agents what she should do with TIM'S two registered handguns that were secured at his residence. Interviewing agents encouraged COSTELLO to contact the Dutchess County Sheriff's Department for further guidance. COSTELLO further stated that multiple media outlets parked vehicles outside of her and TIM'S residence and wanted to speak with COSTELLO. Interviewing agents advised COSTELLO not to speak with media members. COSTELLO was cooperative and available for future contact.

## 1A/1C Packages

### Package 1A6

**Summary:** (U//FOUO) Interview notes of DAWN COSTELLO and MICHAEL MCCORMACK  
**Acquired By:** DOMINIC S. TRIPPODO

**Acquired On:** 06/11/2019  
**Receipt Given:** No

**Attachments:**  **UNCLASSIFIED//FOUO**  
Physical Record



(U//FOUO) Interview notes of DAWN COSTELLO and MICHAEL  
MCCORMACK  
Legal Return: No

## Indexing

No Entities to display.

## Accomplishments

**Accomplishment:** *Interview or requested information from the public or private entities*  
**Claimant:** DOMINIC S. TRIPPODO  
**Date:** 06/11/2019  
**Interview Type:** Interview  
**Interviewees:** U.S. Person  
**Location of** United States (50 States and D.C.)  
**Investigative Method:**  
**Task Force:** NY NEW YORK JOINT TERRORISM TASK FORCE (JTTF)

**Accomplishment:** *Interview or requested information from the public or private entities*  
**Claimant:** JOHNSON JOHN WILLIAMS  
**Date:** 06/11/2019  
**Interview Type:** Interview  
**Interviewees:** U.S. Person  
**Location of** United States (50 States and D.C.)  
**Investigative Method:**  
**Task Force:** NY NEW YORK JOINT TERRORISM TASK FORCE (JTTF)

## Intelligence

**Intelligence Value:** Potential Intelligence Value  
**Potential IIR/SIR?** No  
**Sentinel Tags:** Program/Subprogram (2)  
SEC  
SEC / SEC  
Threat Issue (1)  
(U//FOUO) HQ-DI-512-0-19

**Can you identify the  
source of this  
information?** No

## Routing

**Drafted By:** DOMINIC S. TRIPPODO ■  
**Approved By:** A/SSA Melissa Zachariades ■  
**Distribution:** REGAN MICHAEL





UNCLASSIFIED//FOUO

Filing and Security



**Primary Case:** 300B-NY-3120603      **Case Title:** (U//FOUO) Helicopter  
Crash in Midtown  
Manhattan

**Serial Number:** 3

**Serialized:** 06/12/2019

**Category:** Assessment      **Set to Expire** 07/10/2019

**Initiated:** 06/10/2019

**Referenced By:** 300B-NY-3120603  
 Accomplishment

**Restrict to FBI Only:** Yes  
**Justification:** Protection of Sensitive Investigative Techniques

Details



**Document Title:** (U//FOUO) Telephonic interview of DAVID JAMES DIEM, 06/12/2019.

**Drafted Date:** 06/12/2019

**Type of Activity:** Interview

**Methods** Phone

**Activity Date:** 06/12/2019

**At:** Newark, New Jersey, United States

**Details:** (U//FOUO)  
On 06/12/2019, at approximately 9:00 am, DAVID JAMES DIEM, male, date of birth [REDACTED] cell phone number [REDACTED] was telephonically interviewed. After being advised of the identity of the interviewing Agent and the nature of the interview, DIEM provided the following information:

DIEM stated that he was currently in Groton, Connecticut, having flown there for his employer, PFIZER INC. DIEM stated that he would not return to New Jersey until sometime on Thursday, 06/13/2019. DIEM advised that he was a full-time helicopter pilot for PFIZER and that he flew out of Trenton, New Jersey. DIEM stated that he lived at 5 Parkland Drive, Milford, New Jersey, and that his wife was DENISE.

DIEM stated that he has been a helicopter pilot since 1991. DIEM was also a Certified Flight Instructor. In the past, DIEM flew helicopters for FORBES for 10 years and also for several private individuals. DIEM was employed by DANIELE BONDINI, owner of AMERICAN CONTINENTAL PROPERTIES (ACP), from September 2010 to October 2013.

DIEM stated that when he first started working for BONDINI, he (DIEM) set the tone for the relationship. From previous experience, DIEM knew that private owners could sometimes be demanding and DIEM made sure to let BONDINI know that he (DIEM) would push back, specifically when it came to safety. DIEM routinely flew BONDINI on Fridays from New York City to BONDINI's home in Amenia, New York. On Mondays, DIEM flew BONDINI from Amenia back to New York City. DIEM stated that BONDINI owned several hundred acres in Amenia and had a barn on his property. After delivering BONDINI to his residence on Fridays, DIEM would leave the helicopter in the barn in Amenia and drive home to New Jersey. On Mondays, DIEM would drive back to Amenia and fly BONDINI to New York City (34th Street Helipad). After dropping off BONDINI, DIEM would fly to Newark Airport where the helicopter would sit until the next Friday. When DIEM was employed by BONDINI, ACP had a contract with SIGNATURE FLIGHT SUPPORT at Newark Airport.

DIEM recalled one occasion when the weather was bad and DIEM told BONDINI they would not be flying. BONDINI agreed and drove himself from Amenia to New York City.

DIEM stated that BONDINI was a licensed pilot with several years of flight experience. DIEM was always the Pilot in Command (PIC), but would sometimes let BONDINI "take the stick." DIEM stated that, at some point, BONDINI lost his Medical clearance to fly. BONDINI worked it out with his insurance company that as long as DIEM was the PIC, BONDINI could sometimes take the controls. DIEM stated that he got along fine with BONDINI and treated him like a fellow pilot. However, DIEM could see how BONDINI could be pushy.

DIEM heard of an incident involving a helicopter pilot who was employed by BONDINI after DIEM left. DIEM heard that DAVID QUEEN, who was employed by ACP for only two months, was directed by BONDINI to fly in weather similar to that of 06/10/2019 (the day of the helicopter crash in Manhattan). QUEEN had to maneuver the helicopter through heavy cloud cover and was able to make an emergency landing on a helipad along the Hudson River. DIEM no longer had contact information for QUEEN, but ACP should have it.

DIEM stated that in 2013, he gave his two week notice to BONDINI and left BONDINI's employment. DIEM stated that the separation was amicable. DIEM never intended to make a career of flying for private individuals. DIEM had a good experience with FORBES and was happy to be flying for PFIZER.

DIEM stated that he never met TIM MCCORMICK. DIEM added that he never had a telephone or email conversation with him. DIEM knew that MCCORMICK was BONDINI's pilot through conversations with the flight crew at the 34th Street Helipad. DIEM recalled being told by the afternoon crew there that MCCORMICK





UNCLASSIFIED//FOUO

Filing and Security



**Primary Case:** 300B-NY-3120603 **Case Title:** (U//FOUO) Helicopter Crash in Midtown Manhattan

**Serial Number:** 2

**Serialized:** 06/11/2019

**Category:** Assessment **Set to Expire:** 07/10/2019

**Initiated:** 06/10/2019

Details



**Document Title:** (U//FOUO) Interview of Francesca BODINI

**Drafted Date:** 06/11/2019

**Type of Activity:** Interview

**Methods:** In Person

**Activity Date:** 06/10/2019

**At:** New York, New York, United States

**Details:** (U//FOUO)  
On June 10, 2019, Francesca BODINI, (telephone number [REDACTED] email address [REDACTED] work address [REDACTED]) was interviewed by FEDERAL BUREAU OF INVESTIGATION (FBI) Task Force Officer (TFO) Deputy U.S. Marshal Eric J. Weiss and FBI Special Agent Amanda Polis. After being advised of the identities of the interviewing TFO and Special Agent, and the nature of the interview, BODINI provided the following information:

BODINI is a Managing Director for American Continental Properties that owns the helicopter that crashed. The pilot was Timothy J. MCCORMACK (DOB [REDACTED] home address [REDACTED] Clinton Cors, New York 12514) and has worked for the company since 2014. MCCORMACK was a very well respected and liked guy who had no known issues related to his personal or professional life. When the helicopter crashed, it had just taken off from the 34th Street heliport and was on its way back to Linden, New Jersey where the helicopter is kept. BODINI stated that it was odd that the helicopter was flying in that direction based on the next intended destination was in New Jersey. Any further questions were directed to the firm's legal counsel, Bachir KARAM [REDACTED] of the law firm, Sullivan & Cromwell 125 Broad Street New York, New York 10004.

[Agent note: BODINI provided copies of MCCORMACK's commercial pilot's license, flight instructor's license, temporary driver's license and registration for the helicopter.]

[Agent note: also present during the interview was Barbara Daly, who is also a Managing Director from American Continental Properties.]

1A/1C Packages



**Package 1A1**


**Summary:** (U//FOUO) Commercial pilot's license, flight instructor's license, temporary driver's license of the pilot, Timothy MCCORMACK and registration for the helicopter


**Acquired By:** WEISS ERIC J

**Acquired On:** 06/10/2019

**Receipt Given:** No

**Acquired From:** ((U//FOUO) ) Francesca Bodini  
American Continental Properties  
[REDACTED]  
New York, New York 10022  
United States

**Attachments:**  **UNCLASSIFIED//FOUO**  
(U//FOUO) cards.pdf /LavenderService/resources/Documents/187347237/Attachments/09845c1288f85de5?fileName=cards.pdf (71 kb)  
(U//FOUO) Commercial pilot's license, flight instructor's license, temporary driver's license of the pilot, Timothy MCCORMACK and registration for the helicopter  
Legal Return: No  
Digital Record  
Show Attachment Preview #

 **UNCLASSIFIED//FOUO**  
(U//FOUO) Helicopter docs.pdf /LavenderService/resources/Documents/187347237/Attachments



/09845c1288f85de9?fileName=Helicopter%20docs.pdf (803 kb)  
(U//FOUO) Commercial pilot's license, flight instructor's license, temporary driver's license of the pilot, Timothy MCCORMACK and registration for the helicopter  
Legal Return: No  
Digital Record  
Show Attachment Preview '#'

Indexing

▼

| Display Name     | Enterprise Role  | Entity Role | Entity Type | US Person |
|------------------|------------------|-------------|-------------|-----------|
| Francesca BODINI | ENTERPRISE INDEX | Reference   | PERSON      | Unknown   |

FirstPrevious1NextLast

1 - 1 of 1 Entities

Intelligence

▼

Intelligence Value: No Intelligence Value  
Potential IIR/SIR? No  
Sentinel Tags: No Sentinel Tags Selected

Can you identify the source of this information? No

Routing

▼

Drafted By: WEISS ERIC J  
Coauthor(s): POLIS AMANDA  
Approved By: A/SSA KÜLLMANN NATHANIEL JAMES

**UNCLASSIFIED//FOUO**  
**FEDERAL BUREAU OF INVESTIGATION**

Date of entry 06/17/2019

On June 10, 2019, employees of Atlantic Heliport (Elvis Nieves and Golan Priam) located at 499 East 34th street in NY, NY were interviewed by TFO Michael Burbbridge and Special Agent Kia Raf-Caro in regards to the helicopter crash at 787 7th Avenue. After being advised of the identity of the interviewing Agents and the nature of the interview, the employees provided the following information:

The Employees were aware of the crash in question and stated that the pilot had taken off last from their location. They did give the following information on the flight. Tail # 200BK, Pilot: Timothy J. McCormick (McCormick) (Phone Number: [REDACTED]). The employees did inform the responding agents that the helicopter initially land at 11:32 A.M. from White Plains and dropped off passenger, Danieli Bondini(Bondini). The employees stated that both McCormick and Bondini were regulars at the heliport and have landed there for years. After dropping off Bondini, the employees stated that McCormick waited in the office's Pilot's Lounge for about 2 hours, in anticipation of a break in the weather. McCormick stated his intention to fly to Linden Airport located in Lined, New Jersey. McCormick was consistently checking the weather via his iPad and stated that he saw a twenty minute window to make it out. At 1:32 P.M., the employees stated McCormick took off in the helicopter and headed South bound, over the East River toward New Jersey. Approximately 5-7 minutes later, the employees stated McCormick radioed back to Atlantic Heliport and spoke with Elvis Nieves (Nieves). McCormick made a request to come back to the heliport. Nieves stated he could land on pad # 4. McCormick then transmitted to Nieves that "he did not know where he was". This was the last transmission heard from McCormick. When asked if the radio traffic was recorded, the employees informed Agents that it was not.

Agents attempted to review surveillance footage of the helicopter landing

**UNCLASSIFIED//FOUO**

---

Investigation on 06/10/2019 at new york, New York, United States (In Person)File # 300B-NY-3120603Date drafted 06/11/2019by BURBRIDGE MICHAEL PATRICK, RAF KIA F

**UNCLASSIFIED//FOUO**

300B-NY-3120603

(U//FOUO) Interview of Employess at

Continuation of FD-302 of Atlantic Aviation, On 06/10/2019 , Page 2 of 2

and taking off, but the surveillance footage lapsed every hour or so. NYPD Technical Assistance Response Unit (TARU) was requested to the scene to assist with retrieving lost footage. TARU arrived and made a disc copy of the surveillance footage for the Agents to take.

At this point, the Agents asked if there was any information the employees could think to share. The employees said no and the interview was terminated.

**UNCLASSIFIED//FOUO**



UNCLASSIFIED//FOUO

## Filing and Security



Primary Case: 300B-NY-3120603

Case Title: (U//FOUO) Helicopter  
Crash in Midtown  
Manhattan

Serial Number: 8

Serialized: 06/14/2019

Category: Assessment

Initiated: 06/10/2019

Set to Expire 07/10/2019

## Details



Document Title: (U//FOUO) Interview of Linden Airport Manager and Mechanics

Drafted Date: 06/13/2019

Type of Activity: Interview

Methods In Person

Activity Date: 06/11/2019

At: Linden, New Jersey, United States

Details: (U//FOUO)

After identifying themselves as Federal Agents representing the Newark FBI, TFO Jeffery Rodriguez and FBI Special Agent Erik Framhein made contact with Linden Airport Manager Paul Dukley, Cell Phone: [REDACTED], to acquire information about helicopter tail number N200BK.

Dukley was cooperative during the interview and provided the following information:

Dukley stated that the helicopter was owned by American Continental Property located on [REDACTED] New York, New York 10022. Dukley stated that Linden Airport was used as a staging and parking area for various aircraft including N200BK. Dukley stated that no maintenance was conducted at the airport on N200BK. Linden Airport only provided fuel and towed the aircraft out of the storage hanger to the runway before takeoff.

[REDACTED]

Dukley was asked if any of the maintenance crew would have any maintenance records on N200BK. Dukley stated that the Director of Maintenance Rob Dormer would have some records. Dukley was also asked to show investigators where the aircraft was stored. Dukley introduced investigators to Rob Dormer, Director of Maintenance at Linden Airport, Cell Phone: [REDACTED] email: [REDACTED]

Dormer was cooperative and provided the following information:

Dormer stated that N200BK was piloted by Tim McCormack. Dormer stated that McCormack had piloted the aircraft for almost two (2) years and the aircraft was kept at Linden Airport for the entire time. Dormer stated McCormack would call or text Dormer on Thursdays to inform him what time McCormack wanted the aircraft rolled out the hanger to the runway staging area on Fridays. Dormer stated McCormack kept the same schedule, McCormack would pick up the aircraft on Fridays around noon from Linden Airport and not return it till Monday afternoon.

Dormer stated Helicopter Flight Services who maintains all the heliports at Linden Airport, never performed any type of maintenance on N200BK. Dormer stated that all maintenance on the aircraft was performed off site in Augusta, Pennsylvania by a private contractor. Dormer stated that on some occasions, McCormack would bring his own maintenance chief to perform minor maintenance on the aircraft, such as oil changes. Dormer identified Bogie Bilyk, Cell Phone [REDACTED] as the maintenance chief of N200BK. Dormer stated because none of the maintenance was done by their mechanics, they kept no maintenance records on N200BK.

FBI investigators asked to speak with the last person to see McCormack on the day he picked up N200BK. Dormer identified Brian Campbell, Cell Phone: [REDACTED] Campbell is a lineman and mechanic who works at Linden Airport, for Helicopter Flight Services. Campbell stated he is the one who usually took N200BK out of the storage hangar and towed it the runway staging area. Campbell stated that in the weeks prior to the crash, McCormack was always friendly and smiling. Campbell stated he didn't see anything unusual about his behavior on Friday June, 7th the day he picked up N200BK and to his knowledge, there were no issues with the aircraft.

FBI investigators interviewed Oyvind Vataker, Chief Pilot at Linden Airport, Cell Phone: [REDACTED] email: [REDACTED] Vataker stated that on Monday, June 10th, all helicopter flights were grounded at 1000 hours due to poor visibility. Vataker stated that they follow FAA standards of minimum distance and altitude visibility of 2 miles and 500 feet. Vataker stated that by 1000 hours, visibility was at or less than FAA standards which is why flights were halted. Vataker stated there was no logical reason for McCormack to be flying with such poor visibility. Vataker also pulled up surveillance security video which showed McCormack taking off of Friday, June 7th at exactly 1830 hours, which was the last time he was seen at Linden Airport.

On the scene, Director of Maintenance Dormer identified a Grey, Honda Accord, New York plate, [REDACTED] parked in the parking lot as belonging to McCormack. DMV checks identified the vehicle to be registered to American Continental Properties Inc, the same company that owned N200BK. Upon inspection, there were several boxes in the back seat marked N200BK. The vehicle was unlocked and the keys were found in the driver's side door cup holder.

All the contents in the car were inventoried and taken to the New York Division



Command Center for inspection by the FAA and NTSB investigators. The keys to the vehicle were surrounded to Linden Airport Manager Paul Dukley to give to McCormack's next of kin.

**Indexing**



No Entities to display.

**Intelligence**




**Intelligence Value:** No Intelligence Value  
**Potential IIR/SIR?** No  
**Sentinel Tags:** *No Sentinel Tags Selected*

**Can you identify the source of this information?** No

**Routing**



**Drafted By:** RODRIGUEZ JEFFREY   
**Coauthor(s):** FRAMHEIN ERIK   
**Approved By:** SSA CODY JOHN J III   
**Distribution:** MICHAEL ALEXANDER



UNCLASSIFIED//FOUO

Filing and Security



**Primary Case:** 300B-NY-3120603      **Case Title:** (U//FOUO) Helicopter  
Crash in Midtown  
Manhattan

**Serial Number:** 7

**Serialized:** 06/14/2019

**Category:** Assessment      **Set to Expire** 07/10/2019

**Initiated:** 06/10/2019

**Referenced By:**      300B-NY-3120603      300B-NY-3120603  
                         Accomplishment      Accomplishment

Details



**Document Title:** (U//FOUO) Interview of MICHAEL MCCORMACK

**Drafted Date:** 06/12/2019

**Type of Activity:** Interview

**Methods** In Person

**Activity Date:** 06/11/2019

**At:** Salt Point, New York, United States

**Details:** (U//FOUO)  
On 06/11/2019, SA Dominic S. Trippodo and TFO John W. Johnson interviewed MICHAEL MCCORMACK, date of birth (DOB) [REDACTED] residence [REDACTED] Pleasant Valley, NY 12569, cellular telephone [REDACTED] at La Puerta Azul, 2510 US-44, Salt Point, NY 12578. Also in attendance was MCCORMACK'S spouse, SUSAN MCCORMACK. After interviewing agents provided their identity and the nature of the interview, MICHAEL provided the following information:

MICHAEL MCCORMACK was the brother of TIMOTHY J. MCCORMACK (TIM)

and worked as an architect and partner with [REDACTED] Poughkeepsie, NY 12601. MICHAEL was also the Chairman of the Republican Party for Dutchess County, NY. SUSAN was the Commissioner of Jurors for Dutchess County.

On 06/10/2019, at approximately 0915, MICHAEL was with TIMOTHY at DANIELE D. BODINI'S property, the Bel-Aire Farm, [REDACTED] Millbrook, NY. TIM prepared his helicopter to transport BODINI from the farm in Millbrook to NY City. MICHAEL was at the property to meet with BODINI to discuss the design of a house for one of BODINI'S children. MICHAEL advised that TIM was nervous about the 06/10/2019 flight from Millbrook to NY City because of poor weather conditions. TIM confided in MICHAEL that "this guy is going to kill me." MICHAEL told TIM not to fly but TIM stated that "this guy is making me fly." MICHAEL interpreted this to mean that BODINI was the individual making TIM fly and the one who TIM said would "kill" him. MICHAEL elaborated that BODINI frequently pushed TIM to fly. MICHAEL speculated that TIM'S success and proficiency as a pilot gave BODINI a false sense of security and a feeling that TIM could fly through anything.

TIM served as an on-call pilot for BODINI and transported him on a regular basis to and from New York City. On Mondays, TIM flew BODINI from his property in Millbrook to New York City and, upon drop off, TIM repositioned and parked the helicopter in Linden, NJ. TIM utilized a company car and drove from Linden, NJ back to his residence in Clinton Corners, NY. On Fridays, TIM drove the company car down to Linden, NJ, picked up BODINI in NY City and flew back to BODINI'S property in Millbrook. TIM stored the helicopter in a secure building at BODINI'S farm from Friday to Monday. The building at BODINI'S farm had a camera system and alarm that ensured the security of the helicopter. During the flights to and from NY City, BODINI insisted on actually flying the helicopter (on the controls).

MICHAEL estimated that TIM worked for BODINI for approximately five years as an on-call pilot and went through multiple interviews with BODINI'S staff. TIM was very happy to get the job as a pilot for BODINI. In addition to the weekly trips to NY City, TIM flew BODINI to several other locations to include annual trips to Cody, Wyoming to visit property owned by BODINI. MICHAEL referenced another flight where TIM flew BODINI down to the Bahamas on short notice and BODINI gave no indication on how long he planned to stay. TIM ended up missing Christmas with his family as a result of BODINI'S lack of communication with TIM.

MICHAEL described TIM as a safe pilot who always followed the rules. MICHAEL was not aware that TIM was under any significant stress other than the pressure from BODINI to fly. TIM was not under any financial stress nor any serious health issues. MICHAEL provided a list of all medications and supplements TIM took on a daily basis (photo attached): [REDACTED]

During a follow-up telephone call on 06/12/2019, MICHAEL provided the following information;

MICHAEL provided TIM'S iPhone cellular telephone number as [REDACTED] and stated that TIM had no other telephone. On 06/10/2019, TIM told MICHAEL that he wanted to leave the farm in Millbrook earlier to beat the bad weather, but



BODINI was not ready to leave. MICHAEL stated that TIM always felt pressure from BODINI to fly. Last week (2 - 8 June) TIM flew BODINI to Long Island to play golf and TIM was nervous because of deteriorating weather conditions. TIM wanted to take off by a specific time, but BODINI did not accommodate the request. MICHAEL stated that TIM "got BODINI out of messes before."

TIM did not have a will and was not married to DAWN COSTELLO. MICHAEL advised that DAWN was still legally married and waiting on her divorce to become final.

1A/1C Packages



Package 1A4

**Summary:** (U//FOUO) Photograph of Medications and Supplements  
**Acquired By:** DOMINIC S. TRIPPODO

**Acquired On:** 06/11/2019  
**Receipt Given:** No  
**Acquired From:** ((U//FOUO) ) Michael McCormack  
[Redacted]  
Pleasant Valley, New York 12569  
United States

Attachments:



**UNCLASSIFIED//FOUO**  
(U//FOUO) IMG952019061195153242419001.jpg /LavenderService  
/resources/Documents/187388045/Attachments  
/09845c1288f91da9?fileName=IMG952019061195153242419001.jpg  
(377 kb)  
(U//FOUO) Photograph of medications and supplements  
Legal Return: No  
Digital Record  
Show Attachment Preview '#'



**UNCLASSIFIED//FOUO**  
(U//FOUO) IMG952019061195153246761.jpg /LavenderService  
/resources/Documents/187388045/Attachments  
/09845c1288f91d81?fileName=IMG952019061195153246761.jpg (278  
kb)  
(U//FOUO) Photograph of medications and supplements  
Legal Return: No  
Digital Record  
Show Attachment Preview '#'

Indexing



No Entities to display.

Accomplishments



**Accomplishment:** Interview or requested information from the public or private entities





**Claimant:** DOMINIC S. TRIPPODO  
**Date:** 06/11/2019  
**Interview Type:** Interview  
**Interviewees:** U.S. Person  
**Location of** United States (50 States and D.C.)  
**Investigative Method:**  
**Task Force:** NY NEW YORK JOINT TERRORISM TASK FORCE (JTTF)

**Accomplishment:** *Interview or requested information from the public or private entities*  
**Claimant:** JOHNSON JOHN WILLIAMS  
**Date:** 06/11/2019  
**Interview Type:** Interview  
**Interviewees:** U.S. Person  
**Location of** United States (50 States and D.C.)  
**Investigative Method:**  
**Task Force:** NY NEW YORK JOINT TERRORISM TASK FORCE (JTTF)

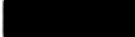
**Intelligence**



**Intelligence Value:** Potential Intelligence Value  
**Potential IIR/SIR?** No  
**Sentinel Tags:** Program/Subprogram (2)  
SEC  
SEC / SEC  
Threat Issue (1)  
(U//FOUO) HQ-DI-512-0-19

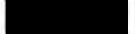
**Can you identify the source of this information?** No

**BULNES CALIXTO JUAN - TACTICAL**

**ID:**   
**Precedence:** Routine  
**Assigned:** Friday, June 14 2019 at 1:43 PM  
**Completed:** Friday, June 14 2019 at 1:44 PM  
**Closure Codes:** Tactical - Pertains to investigative operations

[+ Show Activity Log](#)

**BIRKLAND KATHERINE E - COLLECTION, DOMAIN, TACTICAL**

**ID:**   
**Precedence:** Routine  
**Assigned:** Friday, June 14 2019 at 12:22 PM  
**Completed:** Friday, June 14 2019 at 12:22 PM  
**Closure Codes:** Collection - Does not address an FBI requirement, Domain - Not domain relevant, Tactical - Pertains to investigative operations



[+ Show Activity Log](#)





Routing



**Drafted By:** DOMINIC S. TRIPPODO   
**Approved By:** SSA ASHWORTH LANCE A   
**Distribution:** REGAN MICHAEL