

RECORD OF <input type="checkbox"/> VISIT <input checked="" type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL	TIME 3:00 PM	DATE 03/01/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Christopher George FAA ASI, Mr. Edwin Rios	ROUTING	
	SYMBOL	INITIALS
Edwin Rios, Maintenance Employee of Condominium Berkley South Condos		
Interview conducted at [REDACTED] Ft. Lauderdale, FL [REDACTED]		
[REDACTED] (cell)		
SUBJECT Witness Statement concerning crash of N145AB		
DIGEST Mr. Edwin Rios stated that he was physically located in apartment 16G performing painting maintenance in the kitchen. He stated that he heard the aircraft approaching for only about three seconds before impact to building. Mr. Rios stated, he heard the aircraft and looked out the window with just enough time to step away from the immediate area just underneath the impact area. He stated that it appeared the aircraft was low and trying to climb with left wing down at time of impact. Mr. Rios further stated that he did not hear any engine sputtering or any other sounds of engine distress but admitted he only heard it for the three seconds.		
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Rios's statement will be forwarded to NTSB (IIC) Tim Monville		
DATE 03/01/2019	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]

RECORD OF <input type="checkbox"/> VISIT <input checked="" type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 4:30 PM	DATE 03/01/2019
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Christopher George, FAA ASI and Mr. Jerry Berheimer		ROUTING	
Jerry Berheimer B.S., E.I. Civil Engineer, SRI Consultants		SYMBOL	INITIALS
Interview conducted, [REDACTED] Ft. Lauderdale, FL [REDACTED]			
[REDACTED] (cell), [REDACTED]			
SUBJECT Witness Statement concerning crash of N145AB			
DIGEST Mr. Jerry Berkheimer is a contracted worker involved with the remodeling project currently underway at the Berkley South Condo's, site of the aircraft crash. He was on the east side of the 2nd floor outside deck just prior to the crash. Mr. Berheimer stated that the he saw the aircraft was very low, 20 or 30 ft above building across the street, in a pitch down attitude. About a 100 yards out from his position, the aircraft tried to climb but struck the building at the 17th floor, right wing down. Additionally, he stated the engine was running with no unusual sounds at what seemed a low throttle setting. Mr. Berkheimer was among the first individuals to reach the aircraft after it came to rest on the pool deck and stated that he did not smell fuel from the wreckage.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Berkheimer's statement will be forwarded on to NTSB (IIC) Tim Monville			
DATE 03/01/2019	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	

RECORD OF	<input type="checkbox"/> VISIT	<input checked="" type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME	DATE	
					03/01/2019	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION					ROUTING	
					SYMBOL	INITIALS
Derrick Mayberry (FAA), Christopher George (FAA), Tim Monville (NTSB), Robert Benyo (Owner of Aerial Banners North). Conference at Berkley South Condos.						
SUBJECT						
N145AB Flight Origin/Pilot's background with Aerial Banners North						
DIGEST						
<p>On March 1, 2019, Safety Inspectors from the FAA and a Safety Investigator from the NTSB interviewed Robert Benyo regarding the flight origin of N145AB. Robert Benyo is the owner of Aerial Banners North Inc. The physical address for Aerial Banners North is [REDACTED] North Perry Airport, Hollywood Florida [REDACTED]. According to Mr. Benyo, the flight was for familiarity of towing banners and the designated routes used by Aerial Banners because the pilot, Derek Morgan had only been with Aerial Banners North since January 2019. This flight was Mr. Morgan's first revenue flight towing a banner using the company logo banner which was 30ft X 90ft in diameter. Mr. Benyo stated since his hire date, Mr. Morgan had received about 10 training flights towing banners prior to his flight on March 1, 2019. Mr. Benyo also stated that Mr. Morgan was fully trained to tow banners under Aerial Banners Training Program. Mr. Benyo said N145AB had 72 gallons of fuel on board prior to departing North Perry Airport (base of operation) and that the flight was scheduled for a 2 hour run then return to home base. During the interview Mr. Benyo mentioned that the Chief Pilot observes some of the flights. Mr. Benyo stated that Aerial Banners North pilots are required to be flying 700ft going Northbound and 1000ft going Southbound over the water, making right turns within their route.</p>						
CONCLUSION, ACTION TAKEN, OR REQUIRED						
Aerial Banners North will have their Letter of Authorization and Pilot Training Program reviewed by FAA Inspectors.						
DATE	TITLE	SIGNATURE				
03/01/2019	Principal Maintenance Inspector	[REDACTED]				

RECORD OF	<input type="checkbox"/> VISIT	<input checked="" type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME	DATE	
					03/02/2019	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION					ROUTING	
					SYMBOL	INITIALS
Derrick Mayberry (FAA), Christopher George (FAA), Tim Monville (NTSB), Roger Phillips Miller and Jeffery Dee Lee (Owners of 17G).						
Conference at Berkley South Condos.						
SUBJECT Resident Owners of 17G, impact point of N145AB						
DIGEST						
<p>On March 2, 2019, Safety Inspectors from the FAA and a Safety Investigator from the NTSB interviewed Roger Miller and Jeffery Lee regarding N145AB making contact with the East side of their Condo located at [REDACTED] Fort Lauderdale Florida [REDACTED]. During the interview with Mr. Miller, he stated he was writing checks in his home office when he heard what sounded like a helicopter. Mr. Miller is familiar with the sound of helicopters/planes and he is a musician by trade. The sound continued for approximately 20 seconds and grew louder and louder as he was walking down the hallway to enter the kitchen. He continued down the hall when he heard a boom and the place filled with what appeared to be smoke. He realized it was dust as he entered the kitchen and saw the hole in the wall. Mr. Miller said he made sure there was no fire and ran back to his balcony to look outside and saw people coming towards his building as he called the police. Mr. Miller realized an airplane hit the ground after impact with the building while looking outside. Mr. Miller was certain the airplane's engine was running until impacting the building, he did not hear a sputter and there was no change in the engine sound. The plane did not sound as if it had experienced a loss of power. Mr. Miller proceeded to call the police at 11:41 a.m. He said the call took about 1 minute so the impact had to have occurred at 11:40 a.m. He stated he only smelled dust after the accident. Mr. Miller called Mr. Lee at 11:45 a.m. after contacting the police. During the interview with Mr. Lee, he stated he returned from the post office 5 minutes after getting a call from Mr. Miller. He also stated he did not smell any odors. Mr. Lee said he tried to go assist with the injured pilot, as he has been a nurse for 37 years. Mr. Lee was unable to assist with the pilot because the door was blocked by a fellow resident and the building maintenance man.</p>						
CONCLUSION, ACTION TAKEN, OR REQUIRED						
Mr. Miller and Mr. Lee's statement will be added to this investigation.						
DATE		TITLE		SIGNATURE		
03/02/2019		Principal Maintenance Inspector		[REDACTED]		

RECORD OF	<input checked="" type="checkbox"/>	VISIT	<input checked="" type="checkbox"/>	CONFERENCE OR	<input type="checkbox"/>	TELEPHONE CALL	TIME	DATE
								03/04/2019

NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING	
	SYMBOL	INITIALS
Derrick Mayberry (FAA), Dennis Michael Miskovich		
Conference at Vantage View Condos.		
SUBJECT		
Witness		

DIGEST

On March 4, 2019, Inspector Mayberry from the FAA, interviewed Dennis Miskovich at the Vantage View Condos located at [REDACTED] Fort Lauderdale Florida [REDACTED]. During the interview Mr. Miskovich stated he was outside eating a sandwich on his balcony facing North when he heard a noise. He identified the noise as a yellow plane flying approximately 200 feet from his balcony and he could see the pilot inside the airplane. Mr. Miskovich said the plane was making a funny sound and he could see the banner still attached to the airplane. Mr. Miskovich said the airplane was attempting to make a turn but was being pushed Northwest by the wind and dropped the banner. The airplane was reportedly flying nose up, tail down with the left wing down and seemed to get jerked back for a second before impact. Mr. Miskovich stated he also heard the engine sputter prior to impact.

CONCLUSION, ACTION TAKEN, OR REQUIRED

Mr. Miskovich's statement will be added to this investigation.

DATE	TITLE	SIGNATURE
03/04/2019	Principal Maintenance Inspector	[REDACTED]

RECORD OF <input type="checkbox"/> VISIT <input checked="" type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:15 AM	DATE 03/07/2019
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Derrick Mayberry PMI FAA (IIC), Christopher George ASI, Victor Costa		ROUTING	
Victor Costa, Maintenance employee at Aerial Banners Inc.		SYMBOL	INITIALS
[REDACTED] Pompano, FL [REDACTED]			
SUBJECT Witness interview in crash investigation of N145AB			
DIGEST Mr. Costa provided his recollection of his observations of Mr. Morgan's actions leading up to his take off on 3/1/2019 and subsequent crash of N145AB. Mr. Costa stated that he was the last Aerial Banners employee to talk with Mr. Morgan before his departure. He was asked by Charles Ziade if he had seen Mr. Morgan (pilot) which he said he did not know who Mr. Morgan is. When getting a physical description of Mr. Morgan he went to the FBO next door and asked the secretary if she had seen Mr. Morgan and she did not know who he was either. When told "the blond guy" she said yes, she though he was in the bathroom. Mr. Costa heard water running and Mr. Morgan appeared from the bathroom moments later. Mr. Costa informed Mr. Morgan that Charles had sent him a text and was looking for him to depart earlier than scheduled, by 10:25. Mr. Morgan said his phone was on silent and that is why he missed his text. Mr. Costa said that both he and Mr. Morgan went to the hangar and Mr. Morgan asked if he could get help from Mr. Costa to get the aircraft out of the hangar. Both pushed the aircraft out into the operating area. Mr. Costa described Mr. Morgan as hyper and excited but OK and nothing unusual. Mr. Costa observed Mr. Morgan do a walk around of the aircraft once and grab items to put in the aircraft. He observed Mr. Morgan start aircraft and depart the area. (continued on back page)			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Costa's statement will be included in FAA investigation documentation and forwarded on to Tim Monville NTSB (IIC)			
DATE 03/07/2019	TITLE Christopher A. George ASI	SIGNATURE [REDACTED]	

DIGEST (CONT)

Mr. Costa was asked if he had observed any training events of Mr. Morgan which he said he had not. Mr. Costa said that he observed Mr. Morgan making a couple practice picks of the banner before he picked the banner to commence tow operations.

Mr. Costa's back ground is working as a maintenance employee for Aerial Banners Inc. for 12 years. He is not a certificated pilot although he stated he went up in the companies "Bird Dog" a couple times.

RECORD OF <input type="checkbox"/> VISIT <input checked="" type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:28 AM	DATE 03/07/2019
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Derrick Mayberry PMI FAA (IIC), Christopher George ASI, Charles Ziade		ROUTING	
Charles Ziade, Ground Manager Aerial Banners Inc.		SYMBOL	INITIALS
[REDACTED] Hollywood, FL [REDACTED]			
SUBJECT Witness interview in crash investigation of N145AB			
DIGEST Mr. Ziade described his duties of employment as performing all ground training with new pilots. He observes pilot's 4 or 5 times towing banners in "banner box" at the airfield. Could be more times if he feels the pilot needs more practice. He gives guidance from the ground over radio communications. On March 1, 2019, Mr. Ziade said that he wanted Mr. Morgan (pilot) to go up earlier to give more time for practice picks. Mr. Ziade said that Mr. Morgan did (7) practice picks, after the first one which is used for "hook checks". Mr. Ziade described Mr. Morgan's demeanor as maybe a little nervous due to first time banner towing. He described Mr. Morgans performance during the practice picks as normal hiccups and nothing out of the ordinary. Mr. Ziade stated that each practice pick is 1-2 minutes in duration and that in this particular event, Mr. Morgan was alone in the "banner box" during his practice runs. He said it was not unusual to have 4-5 aircraft in the banner box at a time performing practice picks. Mr. Ziade claimed that he trains the ground portion of the training which is two weeks in duration and between 70-80 hours of instruction, plus a written exam.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Ziade's statement will be included in the FAA investigation documentation and forwarded on to Tim Monville NTSB (IIC).			
DATE 03/07/2019	TITLE Christopher A. George ASI	SIGNATURE [REDACTED]	