



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 11, 2019**  
**Person Contacted: Robert Joseph Cuda**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Mr. Robert Cuda was contacted by phone on March 1, 2019, at 2111 EST. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided a home address of [REDACTED] New Canaan CT [REDACTED]. He indicated that he had received about 10 hours of flight training about eight years ago at Executive Air in Danbury, Connecticut.

On the date and time of the accident he was located at Hotel Deauville, [REDACTED] Fort Lauderdale, FL [REDACTED]. That address is located on the east side of North Ocean Boulevard. He was at the pool laying out facing the front of the property, or towards North Ocean Boulevard (AIA). Suddenly he heard a very loud engine noise, which sounded "very strange" like a broken connecting rod or cracked piston. The engine was racing up and down, and he saw the airplane flying in a northerly direction while what he thought was losing power and altitude. He reported that the airplane was no higher than palm trees. He did not see the banner until he ran about 200 feet to his right, then saw it laying across the street. He reported that it broke loose in-flight. He heard the engine rev up, and reported the rope broke at that time.

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<sup>1</sup> Using Google Earth, that location was about 550 feet south-southeast of the accident site.

What first drew his attention was the loud noise. He was not sure why it was so loud, but reported the “engine did not have a mechanical rhythm”, and was “not running smooth.” He reported that the airplane was too low, and the banner rope was several hundred feet long.

When he first saw the airplane it was flying in a north-northwesterly direction just above the height of telephone poles. He reported that he never saw the banner in-flight, and to him he thought the banner was dragging the airplane down.

The yellow nylon rope was on the road and across the road. He did not see any smoke trailing the airplane, but did report smelling hydraulic fluid.

He reported that the engine sound was not typical for a single engine piston. It sounded like it was banging. The engine sound did not change from the time he heard it until the time the airplane impacted the building. He reported the rev up engine sound coincided with the rope breaking or separation. He characterized the rev up sound as an, “unorganized, unsettling sound” adding that it was louder.

The news media aired a security video showing the airplane in-flight, which he guessed was taken from Las Olas Boulevard, looking towards North Ocean Boulevard

He was not sure why the engine was so loud. He estimated that he heard the airplane for 1 minute to 1 minute 30 seconds, adding that it flew almost directly overhead his position.

He added that he did not have a really clear line of sight with the airplane, and he did not video it. He added that A1A was really busy, and the pilot did a favor and saved lives.

The digest was e-mailed to him for review on March 12, 2019. He did not reply.



## RECORD OF CONVERSATION

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**Eastern Region**

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**Date: March 8, 2019**  
**Person Contacted: Roger Phillips Miller and Jeffrey Dee Lee**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Messrs. Miller and Lee were interviewed at the accident building on March 2, 2019, at 1218 EST. Also present during the interview were FAA inspectors Derrick D. Mayberry and Christopher A. George, and Robert Benyo (Party to NTSB Investigation). Mr. Miller provided a cellular phone number of [REDACTED] and an email address of [REDACTED] while Mr. Lee provided a cellular phone number of [REDACTED]. Messrs. Miller and Lee are co-owners of unit 17G at [REDACTED] Fort Lauderdale, Florida [REDACTED].

At the beginning of the interview they were advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. They were also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; they agreed to the interview without representation.

Mr. Miller indicated that he is not a pilot, but has flown one time in a small general aviation airplane with his cousin. He also indicated that he has flown on a commercial airplane. He has lived in that unit since July 2017. Mr. Miller indicated that he is involved in music and has a musical ear. Since living in the condominium, he reported that he had occasionally heard small aircraft circling, and also helicopters flying nearby. He also indicated that when the weather pattern changes, he occasionally notices a large aircraft fly over their building.

On the date and time of the accident Mr. Miller was inside his condominium writing checks in his office (guest) room. He heard what he thought was a helicopter based on the sound and reported that it lasted for about 20 to 25 seconds. Suddenly the engine sound became louder and louder lasting about 5 to 10 seconds. Based on the sound he thought the aircraft was close. He began walking out of the room into the hallway towards his kitchen reporting the sound was "very loud" followed by a "boom" sound. He did not see the impact and reported that the room

filled with what he thought was smoke, which he later determined was concrete dust. The “smoke” soon dissipated and he could determine there was no fire or flames. He then noticed a hole in the side of his kitchen and ran to his balcony where he saw people running towards the building. He estimated that it took about one minute to find his cellular phone, and called 911 twice, with the first occurring at 1141. About 2 to 3 minutes after his 911 call he heard sirens and saw the aircraft on the ground later realizing it was an airplane. Mr. Miller indicated that because of a medical issue, he has limited olfactory senses.

He described the engine sound as being constantly running with no sputtering, and indicated he could have heard if there was an engine issue. He described the engine sound as being what he thought was full throttle.

He called Mr. Lee at 1145, which was after his 911 call. Mr. Lee arrived at the building approximately 1150, and tried to access the location where the airplane had come to rest, but a lawyer was at the door taking pictures<sup>1</sup>. Duane Rinde who is a maintenance person from the building was holding the door closed, preventing him from going onto the deck. Mr. Lee who had been a nurse for 37 years was only interested in seeing if he could render first aid or assistance to the pilot. Although the door was only open a small distance, he did not smell any fuel.

Follow-up Questions from:

FAA – Did the engine rpm increase? Mr. Miller reported that he could not discern any change in tempo, adding that it became louder as the aircraft approached their building. He added that he did not hear any missing or sputtering of the engine.

Robert Benyo - asked Mr. Miller to clarify the engine sound he heard and also whether he had previously heard any banner tow aircraft flying nearby. Mr. Miller reported that he typically does not hear banner tow airplanes that are flying near or along the beach. He also reported that he spoke to two individuals a day after the accident who advised him they observed the airplane turn west as if to fly over 30<sup>th</sup> St. Mr. Miller did not obtain the individuals names or contact information. He also indicated that a woman on the northeast corner of the condominiums south of his building reported seeing the pilot’s face while the airplane was airborne and reported he had a “wild look” in his face. She indicated to him that she thought the airplane was coming towards her building.

NTSB - Did you see the airplane in flight prior to the collision. He did not see the airplane at any point in flight. Mr. Lee reported finding a small piece of the airplane on his balcony, which he turned over to NTSB.

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<sup>1</sup> The lawyer was a resident of The Berkley South and had no authorization to speak for nor to act on behalf of [T]he Berkley South Condominium Association.

The digest was e-mailed to Mr. Miller for review on March 8, 2019. He replied on March 10, 2019, at 2137 EDT with, "Mr. Monville: We received your report and I can report that I agree with both statements and substance of that report. No changes are needed. One addition Jeffrey Lee made to me upon reading the report is this: He wanted it clear the the lawyer taking pictures referred to in the last paragraph of the narrative is simply a resident of Berkley South and has no authorization to speak for nor to act on behalf of the Berkley South Condominium Association." The comment was incorporated into the narrative.



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**Eastern Region**

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**Date: March 8, 2019**  
**Person Contacted: Duane Rinde**  
**NTSB Accident Number: ERA19FA112**

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### **Narrative:**

Mr. Duane Rinde was interviewed at the accident building on March 2, 2019, at 1327 EST. Also present during the interview were FAA inspectors Derrick D. Mayberry and Christopher A. George, and Robert Benyo (Party to NTSB Investigation). He provided a cellular phone number of [REDACTED] and an e-mail address of [REDACTED].

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He is a maintenance supervisor for The Berkley South condominium and has been in that position for 8-9 months. He has lived in Fort Lauderdale, Florida for approximately 17 years, and has previously seen banner tow airplanes flying near the beach. He has never seen a banner tow airplane over or near The Berkley South condominium. He is not a pilot, but as a child flew in a small general aviation airplane. He has worked on cars and trucks.

On the date and time of the accident he was in his office on the second floor of the condominium, when he heard a loud sound. He could not hear the airplane approaching. He went outside his door and people reporting an airplane had crashed. He pulled the fire alarm, and went to the door that accessed the outside pool deck area and held it to prevent bystanders from going onto the deck. A person who identified himself as a doctor was near the wreckage and telling the pilot to breathe. When first responders arrived he asked them to secure the hallway.

Sometime after pulling the fire alarm, and elevator quit working.

He was asked if he smelled fuel when he was near the main wreckage and reported he does not have a good sense of smell because of a previous injury.

The digest was e-mailed to him for review on March 8, 2019. He replied on March 13, 2019, at 1202 EDT with, "Tim, no changes thank you Duane Rinde."



## RECORD OF CONVERSATION

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**Date: March 8, 2019**  
**Person Contacted: Dan Osmialowski**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Mr. Osmialowski was interviewed at the accident building on March 2, 2019, at 1346 EST. Also present during the interview were FAA inspectors Derrick D. Mayberry and Christopher A. George, and Robert Benyo (Party to NTSB Investigation). His business card lists a phone number of [REDACTED] and an e-mail address of [REDACTED].

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He is the Community Association Manager for The Berkley South, and reported that on the date and time of the accident, he was sitting at his desk on the first floor in commercial unit 103 of The Berkley South, and heard a loud sound of the impact, which he described as the sound of dropping heavy weights onto the floor. He went to the scene estimating he arrived within about one minute but did not smell fuel. A male individual (doctor) was attempting to render assistance to the pilot.

He was asked if The Berkley South had any security video that captured the accident sequence and he advised it was not equipped with cameras.

He provided a contact for Coast to Coast, who had employees on the deck. It is Mike Brandt, whose phone is [REDACTED] and e-mail address [REDACTED].

The digest was e-mailed to him for review on March 8, 2019. He replied on March 8, 2019, at 1605 EST with comments that were incorporated into the narrative. The corrected Digest was e-mailed to him on March 18, 2019.





## RECORD OF CONVERSATION

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**Eastern Region**

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**Date: March 8, 2019**  
**Person Contacted: Evelyn and Boris Farley**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Evelyn and Boris Farley were interviewed at the accident building on March 2, 2019, at 1506 EST. Also present during the interview was Robert Benyo (Party to NTSB Investigation). Her cellular phone is [REDACTED] and her e-mail address is [REDACTED]. They are tenants of unit 16G, and related to the owner of that unit.

At the beginning of the interview they were advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. They were also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; they agreed to the interview without representation.

She advised that she works from home and is a "trouble shooter" for section [REDACTED] [REDACTED] which has a website [REDACTED]. She is not a pilot and has no aviation or mechanical experience.

On the date and time of the accident, she was in their 2<sup>nd</sup> bedroom office, Edwin (employee of The Berkley South) was in their kitchen doing work, and her husband Boris who was in their master bedroom was walking into the living room. She heard a loud crash followed by breaking glass in the kitchen. Edwin and her husband said there was an airplane accident, and Edwin was in shock. She heard sirens and a neighbor came to check on them and assist with evacuation. Boris told her the crashed airplane was outside and how we saw the airplane descending nose low after impact with the building. She then went out onto their balcony and noted the wreckage below. She reported there was no fire in their unit.

Boris indicated that he saw the airplane out their window before impact, and observed it to be in a right bank, which he provided verification of wing low direction using a simulated airplane. At the time he saw it, it was in a slight nose low attitude.

The airplane impacted just above their unit, and he thought it was going to come through their window. He heard the engine sound which he described as being quite loud. He described the sound as getting louder as the airplane approached their building. He indicated that the engine, “definitely was not at idle”, adding that he did not hear any sputtering, but offered that he did not hear it for very long.

She relayed that she and her husband had enjoyed seeing the banners being flown across the ocean for many years and noted that they always turned back into the ocean to make turns.

The digest was e-mailed to her for review on March 8, 2019. She replied on March 8, 2019, at 1606 EST, with comments that were incorporated into the narrative. The corrected digest was e-mailed to her on March 18, 2019.



## RECORD OF CONVERSATION

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**Date: March 8, 2019**  
**Person Contacted: Dennis Michael Miskovich**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Mr. Dennis Miskovich was contacted by phone from the FAA Flight Standards District Office on March 2, 2019, at 1728 EST. Present in the office was FAA inspector Christopher George. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he lives at [REDACTED] Fort Lauderdale, Florida [REDACTED] which is a 20-story building at the intersection of AIA and NE 30<sup>th</sup> Street. He is not a pilot but did fly in a general aviation airplane about 40 years ago. He has lived there since January 1977; coming to Fort Lauderdale every 6 months.

On the date and time of the accident, he was sitting on his balcony which has a view to the North towards The Berkley South condominium, watching work that was being performed to that building. He heard an aircraft and looked to his right noting the airplane was about 200 feet abeam his position, slightly higher than him, maybe the 18<sup>th</sup> floor. At that time it was flying over AIA and NE 30<sup>th</sup> Street. He reported the wind was from the south-southeast at the time. He noted the banner floating behind the airplane, which was flying at a slow speed. The engine sputtered and he noted the wind pushed the airplane to the north. While in a nose-high attitude, the airplane banked left to a north-northwest direction in what he thought the pilot was trying to fly between his building and The Berkley South condominium, thinking that he thought the airplane would be able to fly between the 2.

He noticed the tail dropping and the airplane slowing. It did not look like the pilot had control of the airplane. As the airplane tail dropped, the banner was dropping. He then noted the banner rope which was attached jerked back, and the airplane rolled clockwise with the left wing going over the top. The airplane impacted the building nose first with the left wing raised, then fell into the pool area. He did not hear an explosion and could clearly see there was only 1 person in the airplane.

He then saw an orange colored rope hanging off an apartment building but could not see the banner.

He did not see any smoke trailing the airplane but reported hearing the engine sputtering the entire 10-15 seconds that he heard it.

The digest was e-mailed to him for review on March 8, 2019. He did not reply.



## RECORD OF CONVERSATION

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**Eastern Region**

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**Date: March 8, 2019**  
**Person Contacted: Victor Costa**  
**NTSB Accident Number: ERA19FA112**

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### **Narrative:**

Mr. Victor Costa<sup>1</sup> was contacted by phone by Mr. Robert Benyo (Party Member to NTSB Investigation) on March 3, 2019, at 1617 EST. The phone number was not recorded.

Mr. Costa indicated that he did not participate or assist in the preflight inspection of N145AB. He did; however, see the accident pilot walk around the airplane twice. He then noted the airplane departed. He indicated that it was typical for a pilot to use tape to hold up the lift detector on the right wing during a preflight inspection, and with battery on to determine if the stall warning annunciator light circuit is operative.

The digest was e-mailed to Mr. Robert Benyo on March 8, 2019, and again on July 28, 2020. On July 30, 2020, at 1150 EDT, Dana Karl Squeglia of Aerial Banners, Inc., replied and indicated, “[Hi] Tim, Victor looked over the statement that you sent over regarding N145AB and he stands by his statement. He asked me to email you because he does not use email.”

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<sup>1</sup> Aerial Banner, Inc., personnel reported his first name was Vitor, but he subsequently became a U.S. citizen and changed his name to Victor.



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 11, 2019**  
**Person Contacted: Paola Montero**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Ms. Paola Montero was contacted by phone on March 11, 2019, at 1512 EDT. She was called at [REDACTED]. She provided an e-mail address of [REDACTED].

She advised that she attended Embry-Riddle Aeronautical University (ERAU), attending the Daytona Beach, Florida campus, graduating there in 2014 with a degree in Aviation Business<sup>1</sup>.

On the date and time of the accident she was on the beach northeast of accident site and was wearing a go-pro camera strapped to her chest. The camera captured the flight as it flew from over water to over land. She provided the video to a friend of the pilot (Gabe) who worked at Aerial Banners.

She reported observing the airplane flying low with what she estimated was about 1 mile south of her position. The airplane banked right in a shallow bank and flew over land. The engine sounded normal during the turn, but she reported that it quit about 10 seconds before impact. She did not see any smoke trailing the airplane while she observed it in-flight. She went to the accident site and observed the banner on the ground and ropes from the banner over the powerlines. She was asked how the banner appeared during the time she observed it and she reported it was normal. She was located at 26° 09' 59.52" north latitude and -080° 05' 52.99" west longitude.

The digest was e-mailed to her for review of March 11, 2019. She replied the same day at 2358 EDT with, "...Yes I took a look and the notes are fine."

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<sup>1</sup> She attended ERAU on a tennis scholarship. She did not fly at ERAU, and is not a pilot.



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 13, 2019**  
**Person Contacted: Billy "Bill" Ray Hinton**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Mr. Billy "Bill" Ray Hinton was contacted by phone on March 12, 2019, at 0833 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He advised that he is not a pilot, but is familiar with banner tow airplanes as he and his wife Joanne Hinton live in Ormond Beach, Florida, on the beach, where banner tow airplanes fly.

On the date and time of the accident he was on his boat about 200 to 300 yards offshore of Fort Lauderdale. He described being anchored in front of a building with the letters "R" and "A" on the east side of the building, which he learned during the call stands for Royal Ambassador. During the phone call he accessed Google Earth, and identified the building. He determined his location was 26.173450° North latitude and -080.093129° West longitude. That location when plotted was located about .61 nautical mile northeast of the accident site location. He did have a GPS on his boat but did not mark their spot at that time because they were moving around to several spots diving for lobsters.

When the airplane was flying in a northerly direction, it was more on the west side of his boat, and because the airplane was flying so low<sup>1</sup>, he thought he would have to move his boat. He noted the wings were rocking which he thought was intentional for the pilot, so he waved back. During the southern portion of the flight, the airplane flew closer to shore and on the front side of his boat, or east of their position. The airplane flew south of his position, then flew about 10 to 15 houses

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<sup>1</sup> Not flying at normal altitude when compared to the banner tow airplanes he sees flying in the Ormond Beach, FL area.

south of matching condominiums that are located on the beach just north of Oakland Park Boulevard. The airplane then made a right turn towards land, and at the beginning the turn was good, but it became clear to him that the wind was hitting the banner, and the airplane was struggling and not flying at a high or fast speed. During the turn it appeared to him that the airplane was struggling, and he said to himself, “oh \* he is not going to make it”, adding that the airplane was too close to land to complete the turn over water. He described the turn as not being able to see both wings, or put another way, the wings were not vertical during the turn. While flying over land, the pilot leveled the wings and he thought he would have had a view of a condominium ahead. He then observed the pilot make a “sharp” left turn, as if he was trying to avoid buildings ahead, and during that turn noted the banner twist upside down and drop. He thought the pilot dropped the banner at that time. The airplane then crashed.

He did not see any other small airplanes flying in that area at the time, but he did see a commercial airplane “way up” when the airplane was flying in a northerly direction. He also did not see any birds flying when the airplane was flying north or south, and did not see any birds close to the airplane.

He did not see any smoke trailing the airplane, and when asked to describe the engine sound he reported the engine sounded weird but cautioned that banner tow airplanes sound a little different based on his experience. He described hearing a struggling sound that was not associated with the engine, rather, he likened it to be because the wind was so strong. He went on to say that he did not want to say that the engine was misfiring.

He went on to say that he had never seen a banner tow airplane flying that low before.

The digest was e-mailed to him for review on March 13, 2019. He replied on March 25, 2019, at 0859 EDT with, “Tim After reading the statement this is what I view from my boat.”





## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 14, 2019**  
**Person Contacted: Franklin G. Renollet, Jr.**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Mr. Renollet, Jr. was contacted by phone on March 13, 2019, at 1214 EDT. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 1530 EDT, from the same phone number. He provided an e-mail address of [REDACTED]

At the beginning of the call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided a home address of [REDACTED] Indianapolis, IN [REDACTED]. He indicated that he is not a pilot, but had flown in general aviation airplanes (similar in size to the airplane that had crashed) with either his father or brother who were pilots. The last time he flew in a general aviation airplane was about 7 years ago. He has flown a flight simulator using his computer, and while he is mechanically inclined being a maintenance person at an apartment complex, he does not have any engine experience. He was staying in Fort Lauderdale at his Aunt's place (L'Hermitage Condominium), located at [REDACTED] Fort Lauderdale, FL [REDACTED].

On the date and time of the accident he was in a car at the intersection of North Ocean Boulevard (AIA) and Oakland Park Boulevard.<sup>1</sup> He was in the left turn lane on AIA facing south at the light waiting for it to change. The car windows were up, the radio was on but not too loud because his son and his son's friend were in the car with him. The air conditioner was not on. While looking ahead trying to spot nice cars, he saw a "little bit of yellow out of the corner of his eye" coming

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<sup>1</sup> Using Google Earth he was located about 630 feet and 019° from the accident site.

from his left to right. He yelled out loud look, look, look and said the airplane was going to crash. The airplane was above the corner of the left of the new buildings being built across the street. The plane at that time was in a slight ( $5^{\circ}$ ) nose down attitude, left bank estimated to be about  $70^{\circ}$  allowing him a view of the bottom of the fuselage. He reported the airplane was losing altitude, but because of the good quality of sound proofing of the Porsche he was in, he could not hear the engine. He estimated the airplane was only flying 30 to 35 miles-per-hour. The airplane impacted the upper portion of the building with the left wing low, then fell straight down to the pool deck area. He could not tell if the engine was running.

He could not tell if the pilot was trying to bank, but added the airplane was, "going way slower than should have been." While at the intersection he called 911 within about 20 seconds of the airplane hitting the building. After the light turned green while still on the phone with the dispatcher, he pulled over into the Speedway gas station on the southwest corner of that intersection. The following morning he was contacted by phone by a detective, and told that person what he had observed. The detective advised him that his 911 call was the first to report the accident.

He did not see any smoke trailing the airplane and did not see any parts separate from the airplane in-flight. He estimated that he heard/saw the airplane for a total of between 3 and 4 seconds.

His daughter (Gabrielle Renollet) who is 21 years old was also a witness. She was at one of the pools of L' Hermitage and reported to him she heard the engine and reported it was louder than usual. She noted the airplane losing altitude, then noted it turned to the right towards land, watched it for a couple seconds, then lost sight. She then heard the impact. Her cell phone is

The digest was e-mailed to him for review on March 14, 2019. He replied the same day at 0913 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on March 14, 2019. He replied the same day at 1008 EDT, with, "Yes that looks good. Frank."



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 14, 2019**  
**Person Contacted: Gabrielle Renollet**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Ms. Gabrielle Renollet was contacted by phone on March 14, 2019, at 1155 EDT. She was called at [REDACTED]. She provided an e-mail address of [REDACTED].

At the beginning of the call she was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. She was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; she agreed to the interview without representation.

She provided a home address of [REDACTED] Indianapolis, IN [REDACTED]. She is not a pilot, is not mechanically inclined, and had never flown in a small general aviation airplane. She was staying in Fort Lauderdale at L' Hermitage Condominium, located at [REDACTED] Fort Lauderdale, FL [REDACTED].

On the date and time of the accident she was at the upper pool deck of the condominium of L' Hermitage at the pool closest to the ocean. She had a book with her and was sitting in a chair facing due south.<sup>1</sup> She did not have any earbuds in and was not listening to music. She mentioned that she had seen the airplane flying in a northbound direction, and at that time it was over water but not too far offshore, adding that it was close to the beach. She estimated that it was flying about 500 feet, or about the same altitude as she had seen banner tow airplanes flying over the water earlier in the week. To her, the northbound portion of the flight was ordinary, and

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<sup>1</sup> Using Google Earth after the call ended, her approximate location was 26° 10'07.66" North latitude and -080° 05'53.02" West longitude, or about 1,125 feet and 050° from the accident site.

there were no issues that alarmed her. She did not hear any sputtering from the engine. She diverted her attention to the book and was not sure when or where the flight turned to return.

She next saw the airplane when it was directly in front of her eyesight, south of the pool deck. She had a view of the right side of the airplane that was flying in a westerly direction, in a wings level attitude. She began to intently watch the airplane from that moment. The airplane was flying perpendicular to the beach in a westerly direction towards land, although at that time it was lower than the altitude when she observed it flying in a northerly direction. She also reported it was in a slight down trajectory and was lower to the ground than what she would “normally see” banner tow airplanes flying earlier in the week. She estimated that the airplane was in-line with either the 1<sup>st</sup> or 2<sup>nd</sup> row of houses from the water’s edge, at an estimated altitude of about 20 stories, gauging the height by the known height of nearby buildings. She lost sight of the airplane because of trees on the west side of the pool, and about 5 seconds later she heard a loud crash sound and did not see the airplane flying and did not hear it. She did not see the impact. She did not call 911, though several people around her had. Afterwards, there was no mention to her by people that were around her about them hearing any issue with the engine. She did not go to the accident site immediately, but did drive past it in the late afternoon. She did have a view of the accident site from the 27<sup>th</sup> floor of the condo that she was in.

She did not see any smoke trailing the airplane nor did she see any parts separate from the airplane in-flight, adding that except for the facts that the airplane was lower than what she had previously seen banner tow airplanes flying, and it was flying closer to buildings, nothing to her seemed amiss. She reported she did not notice any difference with the engine when the airplane was flying west, compared to when it was flying north, adding that it, “sounded like it had before to me.” She did not hear any spitting or sputtering, and the engine sound was constant from the point where she first saw it flying in a westerly direction to the moment of impact, saying, “it sounded constant to me.” She mentioned that it was odd to her why the airplane was flying that low and close to the condo buildings, instead of flying over the water close to the beach.

The digest was e-mailed to her for review on March 14, 2019. She replied the same day at 1447 EDT, with comments that were incorporated into the narrative. The corrected digest was e-mailed to her for review on March 14, 2019. She replied the same day at 1522 EDT with, “I agree it is correct as written now. Thanks for updating. Gabrielle.”



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 18, 2019**  
**Person Contacted: Favio Alberto Vasquez Nunez**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Mr. Favio Vasquez-Nunez was contacted by phone on March 15, 2019, at 1238 EDT. Also present on the call was Jules D'Castro of Coast to Coast General Contractors, Inc. They called from [REDACTED]

At the beginning of the call Mr. Vasquez-Nunez was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation. During the call Mr. Jules D'Castro acted as an interpreter. It was agreed that the digest would be e-mailed to Mr. D'Castro and Mike Brandt, also of Coast to Coast General Contractors, Inc.

Favio indicated that he is not a pilot, nor a mechanic, and had never flown in a small general aviation airplane. He provided a home address of [REDACTED] Jupiter, FL [REDACTED] and a cell phone of [REDACTED]. He is employed by [REDACTED].

Mr. D'Castro was informed by NTSB that I would like Favio to explain in detail what he saw and heard. He was also advised to explain where he was located when he saw and heard the airplane, and also what sounds he heard. He spoke in Spanish, which was translated by Mr. D'Castro.

On the date and time of the accident, Favio was water proofing a planter on the deck closest to Ocean Boulevard, on the southeast part of the deck. He reported that the airplane flew directly over him, and was not sure of the airplane's altitude, but did report that it was flying low. He indicated that he was accustomed to seeing banner tow airplanes flying along the beach. He

noted the banner was lower than the airplane, and could see the banner was the same height of buildings that were in front (east) of the building he was at. He focused his attention on the banner, and then heard the impact. He turned around, and saw the airplane falling.

Favio was asked to advise what direction the airplane was flying when he first observed it, and to describe any bank angle and engine sound. He replied that it was flying either in a westerly or northwesterly direction. He replied that the airplane was banking to the left, and confirmed by hand motion that the airplane's left wing was down. He reported the engine rpm was normal, as when compared to when hearing banner tow airplanes flying along the beach.

He was asked to advise if there was any change in engine sound from the time he first heard it until the sound of impact. He advised that he did not recall hearing any change in engine sound. He reported that as he saw the banner going low, he saw what he thought was the banner break off, and then observed the banner hit the building. He clarified that the banner was already separated/broken off and then observed it hit the building. He indicated that the banner was at a 30° angle with the trailing edge down when it separated and hit the building.

He did not see the impact. Two other employees of [REDACTED] were with him working on the pool deck. Arael Castillo Martinez was alongside Favio, and Julio Cristoval Mendez who was about 25 feet north of the accident site. On the accident date, Jules mentioned that he talked with all 3 and none of them saw the impact. Also, no-one reported hearing anything unusual about the engine.

Favio indicated that he did not smell fuel, but did smell fuel when the pilot was taken from the wreckage.

After the call concluded, Mr. D'Castro called back and advised that Favio said just before the accident, workers on the building east of the accident site were waving for him to get out of the way. At the moment they were waving he was not sure why they were doing so, until he heard and saw the airplane crash, then it made sense to him. Jules offered that those people would be good to interview.

The digest was e-mailed to Messrs. D'Castro and Brandt for review on March 18, 2019. Mr D'Castro replied on March 20, 2019, at 2154 EDT with, "...I read the report and it looks accurate to what the employee replied. I believe no changes are necessary. V/R, Jules D'Castro."



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 22, 2019**  
**Person Contacted: Dr. Nikole Jecen**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Dr. Jecen was contacted by phone on March 18, 2019, at 1500 EDT. She was called at [REDACTED]. She provided an e-mail address of [REDACTED].

At the beginning of the call she was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. She was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; she agreed to the interview without representation.

She provided a home address of [REDACTED] Westmount, Quebec, [REDACTED] Canada. She is not a pilot or mechanic but has flown in a 6-seat private airplane. She is an anesthesiologist and does not have any hearing issues.

On the date and time of the accident she was driving a car with her husband (also a doctor) seated next to her. They were on NE 30<sup>th</sup> Street facing east and were stopped at the intersection of Center Avenue. The windows were up, the car's air conditioner and radio were on. She first noticed a yellow colored aircraft that she first thought was a large drone. It was flying 30 to 40 feet above ground level (agl) in northwesterly direction, having turned from a west to a northerly direction, with the banner contacting the ground. The banner was twisted, and parts were dragging on the ground, but the banner was not actively spinning. The airplane was maneuvering "irregularly" side to side, or "jerking" and she used the word "stalled." She lost sight of the airplane as it passed their car. The banner just missed their car, but it did hit powerlines behind their car and was ripped off. She assumed the airplane had crashed behind them but added that it must have climbed because of the altitude she saw it flying and the altitude that the airplane hit the building. She added that if the airplane had continued at the same altitude that she saw it flying, it would have hit the pool deck.

She drove near the accident site and her husband was first on-scene. She was second. She reported that the pilot's face was in a pool of liquid that had a strong smell of fuel. She also described the liquid as being clear admixed with blood. He had a pulse, was moving his right arm, and was breathing short, shallow, breaths that were not purposeful, which she described as Agonal Breathing (sign of severe head trauma). He was bleeding from his nose and ears. He then stopped breathing and was attended to by EMS.

She did not recall hearing an engine sound and was not sure why she did not hear the engine. She estimated that she saw the airplane for 3 to 5 seconds and did not see any smoke trailing the airplane or parts separate.

She did not recall the airplanes pitch attitude when she first saw the airplane.

The digest was e-mailed to her for review on March 22, 2019. She replied on March 25, 2019, at 1223 EDT with comments that were incorporated into the narrative.





## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 22, 2019**  
**Person Contacted: Dr. Karl Anthony Schwarz**  
**NTSB Accident Number: ERA19FA112**

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### Narrative:

Dr. Schwarz was contacted by phone on March 22, 2019, at 1240 EDT. He was called at [REDACTED] and left a voice mail message. He returned the call at 1242 EDT, from the same phone number. He provided an e-mail address of [REDACTED]

At the beginning of the call he advised that he had about 10 minutes free time.

On the date and time of the accident he was in a car with his wife, and he reported looking up and seeing the airplane as it flew over their SUV about 40 to 50 feet. He heard the engine revving up and down 2 to 3 times, adding that it revved up high then low, clarifying that it was “waxing and waning of the engine.” He reported the airplane was in a down trajectory about 30° with the wings “listing” back and forth, flying slower than any other airplane he had seen before. The airplane disappeared from his view behind a house, and he then knew that the airplane had crashed though he did not hear the impact. The banner was dragging the street and became wrapped around the powerlines. There was no tug on the powerlines when the banner contacted them, rather it descended onto the powerlines. He thought the banner was still connected at that point. He was initially confused as to why or how the airplane had hit the condominium at the 16 or 17 story but surmised that the airplane climbed between the banner either being dropped or separating and the impact with the building.

His wife drove 1 block north and he got out of the vehicle and responded to the accident site meeting the building manager. There were construction workers on the deck. When he arrived at the wreckage the pilot was in his seat with the restraint secured and a flight log was in his lap. The pilot’s face was down, and he could not be removed from the airplane. He had head trauma and was bleeding from the nose and ears. He even reported that first responders had difficulty removing him from the wreckage because his legs were pinned. The area had ankle deep water mixed with fuel.

He did not see any smoke trailing the airplane. He noted that the airplane did not impact powerlines near them.

The digest was e-mailed to him for review on March 22, 2019. He replied on March 23, 2019, at 0900 EDT with, "It's all accurate. Best of luck."