

Miami Air International  
Jacksonville, Florida  
May 3, 2019  
DCA19MA143

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

ATTACHMENT 5

AIRFIELD SPECIALIST INTERVIEW SUMMARY

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**Interview:** David Harmon, Airfield Facilities Specialist  
**Date:** May 5, 2019  
**Location:** Naval Air Station – Jacksonville (NAS-JAX)  
**Representative:** None  
**Present:** Emily Gibson (NTSB), Peggy Hurlbert (FAA), Bruce Wallace (Boeing), Tashana Brown (AFA)

He had been working at the Naval Air Station – Jacksonville since December 2007. He started as Operations Duty Officer and moved to Specialist in October 2015. His responsibilities included airfield checks and to vet incoming aircraft.

He worked with the Miami Air Contract Ground Support and the NAS Transient Line who parked the aircrafts. Mr. Harmon stated passengers were handled by a Navy Contractor and that cargo was handled by Military Cargo handlers.

He said this particular flight was scheduled every Friday and every other Tuesday. The route was Naval Air Station Norfolk (NGU) to Naval Air Station Jacksonville (NIP) to Naval Air Station Guantanamo Bay (NBW) to Naval Air Station Jacksonville (NIP) and back to Naval Air Station Norfolk (NGU).

On the day of accident, he stated he came to work at 1300 and knew there was a problem when he saw Miami Air was still at field. In addition to first delay, time was extended because the field was closed for a ceremony. He tracked the flight using Flight Aware and that crew would run out of time, so the plan was to contact Sun Country to provide coverage for the flight segment from NIP back to NGU.

He checked the weather at 2040 and it was “not bad”; at 2115 a storm was running through and he checked flight aware again and that is when “the bottom fell out of sky.” At 2125 it was raining hard. A few minutes later, he began to wonder when Miami Air would arrive, and he thought they were holding somewhere, that is when he heard a heavy thrust.

He realized there was accident when he heard the call on the first responders’ radio (they are on different net than regular operations). He called the military base and heard “aircraft off runway; rotator off runway” followed by a second call “rotator in river.”

He used the pre mishap plan and proceeded out to site. The first responders were already there. He saw two life rafts; an over wing exits open and a cargo door open.

He worked to secure 2 buses to transport passengers to Hangar 117 and passengers were assembled to permit basic post-accident medical evaluation and customs processing. He told medical responders that passengers were being brought to hangar and requested they come check passengers.

He then served as Base Commander Escort.

He indicated two weather persons had been outside watching storms and they could not see the aircraft but heard it and heard the splash.