



NTSB RECORD OF CONVERSATION

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

Date: 11/7/2019

Person Interviewed: Mrs. Doris Cunningham, President, Colonial Air
NTSB Accident Number: ERA20FA031

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

- Mrs. Cunningham is the President of the full-service fixed base operation (FBO) Colonial Air at the New Bedford Regional Airport, New Bedford, MA.
- She stated that Mr. Vidal took his first flight at Colonial in 1997 and earned his private pilot certificate in 1998.
- She stated that she had a business relationship with Mr. Vidal for 20 years and that she was not aware of any medical issues.
- She considered him quiet and stated that she never flew with him but could tell that he was a “by-the-book kind of person.”
- She had heard reports that Mr. Vidal was performing aerobatics and stated that “he would never do that. He loved to fly.”
- She stated that he mostly flew by himself although he would sometimes fly with a local retired police officer. He had flown to Canada at least twice and spoke of flying to CA, and used the iPad for navigation, and had ADS-B-IN.
- She saw him the day before the accident flight at a 5K race that Mr. Vidal ran/walked with his wife.
- The morning of the flight, she spoke to Mr. Vidal about 20-30 minutes before the accident flight, discussing the 5K race, his grandchild’s 1st birthday party the evening before, and grandchildren.
- She stated that Mr. Vidal “would never enter the airspace (Class D) without calling” air traffic control.



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Date: 11/5/2019

Person Interviewed: Mr. Ethan Cunningham, Colonial Air employee
NTSB Accident Number: ERA20FA031

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

- Mr. Cunningham works at the full-service fixed base operation (FBO) Colonial Air at the New Bedford Regional Airport, New Bedford, MA.
- He stated that Mr. Vidal “was cheerful and happy to be flying” the morning of the accident, and that Mr. Vidal waved at him before spending 10-15 minutes pre-flighting his airplane.
- He stated that Mr. Vidal was a “very conservative flyer who would return if anything at all was wrong.”
- He stated that Mr. Vidal would typically fly for about an hour then return, and that “he flew regularly because he didn’t want his airplane to sit too long. He was very OCD about that.”



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Date: 11/7/2019, 1525 EST
Person Interviewed: Jack Amaral, Witness
NTSB Accident Number: ERA20FA031

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

- Mr. Amaral was in the parking lot of 92 Grape Street, New Bedford, MA at 1530 on the day of the accident.
- He stated that when he got out of his car, he heard a sound "like a motor revving up high," and thought it was a drone, and looked up.
- He reported that the airplane was climbing and going to the left, and then it "swooped down like it was going to land, and then went up very high, and then pivoted on its left wing and then came straight down."
- He thought it was "doing tricks."
- The airplane turned directly toward him about 200 yards in front of him, then veered left, and flew straight into the ground. He called 911.



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Date: 11/8/2019, 0941 EST
Person Interviewed: Joe Krisnosky, friend
NTSB Accident Number: ERA20FA031

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

- Mr. Krisnosky is a retired police officer who regularly flew with Mr. Vidal.
- He was scheduled to fly with Mr. Vidal the day of the accident, but was delayed and did not arrive at the airport in time, so Mr. Vidal went without him
- He stated that Mr. Vidal was a very safe pilot: he would always do a complete preflight and runup. He always made sure the weather was great.
- He added that Mr. Vidal never did anything that made him feel nervous. He always “felt comfortable flying with him.”
- They typically would fly toward Westport or Newport then hug the shoreline toward West Island. He would typically call the control tower from West Island.
- Sometimes they would go to Plymouth or along the Cape.
- He said that Mr. Vidal was “never going to be doing aerobatics.”