

DCA24FA017

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 1

Cessna Mustang Pilot Transcript and Passengers Written Statement

December 1, 2023

CONTENTS

Interview of: SAMUEL A. BACON, Pilot of Cessna.....	3
PASSENGER'S STATEMENTS.....	50

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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HAWKER 800 COLLIDES WITH CESSNA *

CITATION MUSTANG AT THE WILLIAM P. * Accident No.: DCA24FA0017

HOBBY AIRPORT IN HOUSTON, TEXAS *

ON OCTOBER 24, 2023 *

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Interview of: SAMUEL A. BACON, Pilot of Cessna

Houston, Texas

Wednesday,
October 25, 2023

APPEARANCES:

SHAWN ETCHER, Aviation Operational Factors Investigator
National Transportation Safety Board

DR. KATHERINE WILSON, PhD,
Human Performance Investigator
National Transportation Safety Board

TODD GENTRY
Federal Aviation Administration

KENNETH MANNING, Co-Owner
Cessna Citation

JOSEPH COLE, Director of Maintenance
Cessna Citation

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Samuel A. Bacon:	
By Mr. Etcher	9
By Dr. Wilson	33
By Mr. Gentry	38
By Mr. Etcher	41
By Mr. Gentry	45

I N T E R V I E W

(1:39 p.m.)

MR. ETCHER: All right, good afternoon. It is October 25th at 13:39 local time. We are conducting an interview with the owner, the pilot, and mechanic of November 5-1-0 Hotel Mike. My name is Shawn Etcher, I'm an operational factors investigator with the NTSB. So all that means is I'm going to look at everything forward of the cockpit door and how it interacts with you, as a pilot, and any pilot.

Luckily, I don't have to have all the brilliance, so I'm blessed with two colleagues of mine here that are going to also ask questions and I'll have them introduce themselves for the recording, as well, and we will start with Ms. Kat.

DR. WILSON: Katherine Wilson, I'm a human performance investigator with the NTSB. For the purpose of this investigation, I will be looking at operations as well as air traffic control.

MR. GENTRY: And I'm Todd Gentry with the FAA's Office of Accident Investigation, so I'm here just basically to find out if there's anything that the FAA can do better and help NTSB, as well, wherever we need to.

MR. ETCHER: And then as you can imagine, our role here is strictly to figure out what happened and ultimate goals to prevent this from happening to anybody else ever again. So anything you guys can shed light on will be so helpful, just let me be that fly

1 on your shoulder, if you will, it really helps us understand so we
2 can put the whole picture together, looking at everything from the
3 ATC and the airplanes and everything, trying to figure this out
4 and trying to prevent this from ever happening again. Now, you
5 know who all's going to be interviewing you, is there anybody that
6 you don't want in here at this time?

7 (No audible response.)

8 MR. ETCHER: Okay. I always like to ask just in case, making
9 everybody as comfortable as we can. But as part of our
10 regulations, you are entitled to a representative with you, I see
11 you didn't come in with any, but would you like a representative?

12 MR. BACON: No.

13 MR. ETCHER: Okay. And if you guys decide you do, it's okay,
14 say so and I'll definitely let you phone a friend, a conference
15 call, anybody you need, whatever we need to do. All right. As
16 part of our process, we also record this interview, this recording
17 itself will be sent to a transcriptionist to be transcribed.

18 Once this case nears completion, that transcript itself will
19 become a part of the public record. The audio recording will not,
20 so don't think you're going to hear your voice on the 6 o'clock
21 news or anything at this point. Are you guys okay with us
22 recording the interview?

23 MR. BACON: Yes.

24 MR. MANNING: Yes.

25 MR. ETCHER: All right. During this interview, also, I have

1 a few rules. If you don't understand a question, okay, ask, ask
2 for clarification because if you give me an answer that I don't
3 quite understand, I'm going to ask the same thing, I'm going to
4 ask you to clarify it, as well. So it's a two-way street. If you
5 need a break, just say so, happy to take one, pause, it's really
6 easy on the recorder and we'll pause it.

7 And if you just don't know an answer, "I don't know" is just
8 fine. You don't have to make up anything, we love facts, but if
9 you have an opinion, it's okay, just let us know that's your
10 opinion so when I'm reading this transcript next week or the week
11 after or whenever I get to reading this transcript, I'll remember
12 that that's your opinion and otherwise I might not remember that.

13 So to start with, since there are several of you here, I'm
14 going to have each one of you introduce yourselves just so we can
15 have it for the recording so we can -- that way the
16 transcriptionist can try and match up a voice.

17 MR. BACON: Got it.

18 MR. ETCHER: And we will start with you.

19 MR. BACON: Sam Bacon, I was the pilot.

20 MR. ETCHER: All right.

21 MR. COLE: Joseph Cole, Director of Maintenance.

22 MR. MANNING: Ken Manning, co-owner and also a pilot rated in
23 the Citation.

24 MR. ETCHER: Okay, great, I appreciate it. Most of our
25 questions will be to you, Sam, of course, because you were the

1 pilot. But if we do have questions for maintenance or for the
2 co-owner, as he was -- you were on board, correct?

3 MR. MANNING: I was on board, correct.

4 MR. ETCHER: Then we'll direct those to him, as well, but if
5 you guys have something, please don't interrupt each other during
6 the recording.

7 INTERVIEW OF SAMUEL A. BACON

8 BY MR. ETCHER:

9 Q. So I always start with the toughest questions, of course.

10 A. Um-hum.

11 Q. Sam, can you tell me, what kind of airman's certificates do
12 you have?

13 A. Multi-engine and then single engine or single pilot rating in
14 the Mustang and instrument rating, private, just everything up to
15 getting the single pilot for the 510 that you need.

16 Q. Okay. All right. And this is usually the toughest question,
17 of course.

18 A. Um-hum.

19 Q. About how many hours do you have total?

20 A. A thousand.

21 Q. Okay.

22 A. Yeah.

23 Q. And a ballpark, how much of that thousand is in the Citation?

24 A. Three or four, three hundred, four hundred, something like
25 that.

1 Q. Okay.

2 A. Yeah.

3 Q. Can you kind of remember back when you did your training,
4 initial training in the --

5 A. We bought the plane 2 years ago, so it would've been 2 years
6 ago. Right around this time 2 years ago.

7 Q. Twenty twenty-one?

8 A. Yeah.

9 Q. Okay. Sorry, I had to do math in my head and that's usually
10 a bad thing for me. All right. All righty. And do you have a
11 medical certificate?

12 A. I do.

13 Q. Any limitations for that?

14 A. No.

15 Q. What class is it? If you don't know, it's okay.

16 A. I mean, I've got it here. I just don't know if it's -- I
17 don't know, I've had it for the amount of time that it's gone
18 down.

19 (Pause.)

20 MR. BACON: Third.

21 BY MR. ETCHER:

22 Q. Third?

23 A. Yeah.

24 Q. Okay, perfect. All righty. Now, those are the tough
25 questions.

1 A. Yeah.

2 Q. So if you will, I would love to be a fly on your shoulder and
3 have you just kind of me walk through the events yesterday. You
4 start where it's easiest for you, if it's when you departed, when
5 you went to do the airplane preflight, on the approach, just kind
6 of let me be that fly on your shoulder and I'll let you just talk.

7 A. Sure.

8 Q. I may be scribbling over here, making notes just so I can
9 come back and maybe zero in on some things just a little bit so we
10 get a better picture.

11 A. The plan was at or around 1:30, Charlie Brown, we left right
12 around 1:30, dropped these guys here, me and one of my employees
13 were going into San Antonio, Dallas, back here to leave the plane
14 and go back to Atlanta, we were going to look at some equipment.
15 So we left 1:30, the flight was uneventful here, like as planned,
16 and they changed the approach for the arrival two or three times
17 on the way in, that was the only thing that was out of the
18 ordinary at all about the flight.

19 We were on the -- I think it was like the Blue or BLUBELL or
20 something like that and they changed us to the WAPPL and then
21 changed us to the CESAN and then back, so there was a couple of
22 arrival changes as they were kind of trying to work stuff around,
23 I guess. It was -- ATC gave us a -- there was a Southwest flight
24 that they were trying to work around that had a blown tire, that
25 was supposed to come in here, so they were talking about that and

1 ATC was doing their best to get us in ahead of them. So they had
2 us kind of go direct to the 1-3 right, you know, rapid descent to
3 get to 2,000 feet, they wanted us -- they were trying to help us
4 out, to get in so that we weren't stuck, right? So they did that,
5 put us about, you know, 10 or 15 miles out between the -- the
6 approach fixes, turned in, you know, from there they wanted 170
7 until 5 miles, which is fast for the Mustang, a little bit out of
8 sequence on doing flaps and gear, so it was gear first, flaps,
9 keep it at 170 until 5 miles.

10 And then I pulled the power, put it on the last notch of
11 flaps to land, which is not -- which is out of -- a little bit out
12 of what would be normal, but they wanted us to keep up speed or
13 wanted me to keep up speed for other traffic. Came in, landed,
14 nothing. You know, on speed, you know, and after we landed, there
15 was a loud -- I've never blown a tire in an airplane, but it
16 sounded like a tractor-trailer tire blowing next to you on the
17 highway.

18 The plane did not -- there was no real lateral movement,
19 there was no -- nothing on the yoke, there was no -- I mean, I
20 literally just thought in my head oh, man, Southwest is coming
21 here with a blown tire and I just blew a tire, what an odd thing
22 to happen, you know? So we just kept rolling out to the taxiway
23 and I heard the other pilot say we just had a midair, and I turned
24 around to Ken and said I don't think that was a tire, I think
25 somebody hit us and -- but it still -- in the plane, all functions

1 in the plane felt normal, like taxiing in, no -- I mean, you know,
2 when we got out and looked at the back of the plane, I was pretty
3 surprised at what I saw, based on what it felt like in the -- in
4 the plane. So that was -- I mean, it was -- it was very --
5 everything was fairly uneventful minus the last, you know, the
6 last 10 seconds. Nothing, nothing seemed out of place or -- or
7 abnormal, you know.

8 Q. Okay. So let's go back --

9 A. Yeah.

10 Q. -- if you will, to your departure.

11 A. Yeah.

12 Q. Just prior to that, you get to the airplane, was there any
13 mechanical issues? And I'll ask him first and then I'll come back
14 to you and hear a little bit about those, as well.

15 A. No, just standard preflight, walk around, went through
16 interior/exterior checklists, everything, no CAS messages, no
17 nothing, exactly -- you know, we just did 20,000 hours' worth of
18 all the A-B-C, whatever time, you know, we literally -- I mean,
19 what, 2 weeks ago, 3 weeks ago, we did? Yeah. So I mean, it's
20 like -- I mean, he took apart all the servo, I mean -- you know.
21 So it was, you know, I mean, washed, vacuumed, the whole nine, you
22 know, so --

23 Q. Okay. All righty. And then coming out, you did your
24 preflight. How many passengers, besides you, how many other
25 occupants were there on the airplane?

1 A. Three. Four total.

2 Q. Four total, okay.

3 A. Correct.

4 Q. And if you can remember, great, if you can't, did you have
5 anybody sitting in the right seat --

6 A. I did.

7 Q. -- the whole time?

8 A. I did.

9 Q. And did you have -- then the other two, were they all the way
10 in the back?

11 A. They were.

12 Q. Okay. How does the airplane handle in that loading
13 configuration with two all the way in the back?

14 A. I mean, just like it always does.

15 Q. Okay.

16 A. No -- you know, it felt great.

17 Q. Okay.

18 A. Yeah.

19 Q. All right, perfect. Okay. Departure was uneventful, en
20 route was uneventful, lots of departure -- arrival changes.

21 A. Yeah.

22 Q. Kind of the norm, sadly.

23 A. Yeah.

24 Q. So coming in here, let's kind of focus in on that just a
25 little bit.

1 A. Sure.

2 Q. You were cleared, keep it tight -- please don't ever let me
3 put words in your mouth --

4 A. Yeah, right.

5 Q. -- or something to that effect.

6 A. Well, yeah, it was just -- you know, the guy wanted, he
7 wanted to -- we were at 6 or 8,000 and he wanted us at 2,000, he
8 said I need your best rate, I'm trying to get you -- you know, I'm
9 trying to get you in ahead of this Southwest. Great. So we put
10 it down 25, 2800 feet a minute, he said thanks a lot, you're
11 cleared 1-3 right, go. Got on the -- you know, got on the
12 approach and I mean, it was visual, but it was -- you know, it was
13 all set up, you know, as if you're going to land on the ILS and --

14 Q. Okay.

15 A. -- just came in, kept it at 170 until five and then just
16 join the power, put in the last notch of flaps and landed.

17 Q. Okay. How well does the airplane slow down when you do a
18 descent like that? I mean, was it -- it took a while to slow
19 down?

20 A. No.

21 Q. Was it easy to configure?

22 A. No, no, it'll -- I mean, if you pull the power on that thing,
23 it doesn't want to fly, you know, it'll slow it down for you.

24 Q. Okay.

25 A. And if we needed to, I could've thrown the boards out, but I

1 didn't need to. I thought I might, but it was -- it slowed down
2 fine, you know, we got to a hundred, I mean, in fact, we got to a
3 hundred fast enough or I got to a hundred fast enough that he was
4 having to tell Southwest to slow down behind me because I was
5 going 175 and then within 2 miles I'm going a hundred and 10 and
6 the guy's telling Southwest hey, you need to get -- you need to
7 pull back to 170 or whatever he told him, you know, at the time.
8 I don't remember the exact speed, but he was kind of trying to
9 manage that.

10 Q. Okay. Is 110, I think that's the number you said, is that
11 your normal approach speed or -- or let me rephrase that, was that
12 your approach speed?

13 A. So, I mean, you're setting it every time based on landing
14 weight, right?

15 Q. Um-hum.

16 A. But this, I think it was 91-98 was what I had it set at or it
17 was either that or 95-101, but I mean, it lands slow.

18 Q. Okay.

19 A. This is slow, it's got a big fat wing on it, it lands -- I
20 mean, it lands like a turboprop or something, you know.

21 Q. Okay. And you did say it was visual conditions.

22 A. Correct. Correct.

23 Q. Wind, any issue like that, turbulence?

24 A. Well, one of the things, it was 20 on the nose, 18 to 20 on
25 the nose and that was part of the reason I think when I slowed

1 down, you know, I'm showing a hundred and five but I'm going, you
2 know, 88 or whatever over the ground, I think that was one of the
3 things that was throwing, is the headwind was enough that it was
4 -- you know, my ground speed was low.

5 Q. Okay.

6 A. Lower than it would be typically if there wasn't a 20-knot
7 headwind.

8 Q. Okay.

9 A. Yeah.

10 Q. All righty. But no turbulence, was it smooth?

11 A. Yeah, it was fine, I mean, nothing, nothing out of the
12 ordinary, you know. I mean, it was -- I mean, it was a windy day
13 and you had -- you had 20-knot winds gusting to 27, but they were
14 coming right at you, so it doesn't -- it's not from the right
15 quality (ph.) and it doesn't, it doesn't impact it very much.

16 Q. Okay. All right. So when he told you to descend quickly,
17 keep it 170 and all that, were you on the approach control or were
18 you on the tower?

19 A. The descent, the descent to the approach was approach and
20 then he told me to keep it -- he also said keep it 170 until five.

21 Q. Okay.

22 A. That was all approach. Tower didn't do any of that.

23 Q. Okay.

24 A. He was trying to space for what he had for his traffic coming
25 in.

1 Q. Okay.

2 A. Yeah.

3 Q. Now, we'll --

4 A. I think.

5 Q. Oh, I'm sorry.

6 A. Yeah.

7 Q. Okay. We'll stay right here on the approach controller for a
8 minute.

9 A. Yeah.

10 Q. I know he had the emergency inbound --

11 A. Yeah.

12 Q. -- with the blown tires. Did it seem busy on the frequency?

13 I know that's a relative term, I understand --

14 A. Yeah.

15 Q. -- but how would you describe that?

16 A. I don't know, I don't know that I've ever flown into this
17 airport to give you a good idea of what normal is here, you know.
18 I mean --

19 Q. Let me rephrase the question, that might help.

20 A. Yeah.

21 Q. For what you normally hear --

22 A. Um-hum.

23 Q. -- because that's what I'm more --

24 A. Sure.

25 Q. -- concerned about, what you normally hear, how was the

1 frequency congestion, was it really busy compared to what you
2 normally do at Charlie Brown?

3 A. No.

4 Q. Was it --

5 A. I mean, Atlanta's super busy, so --

6 Q. Okay.

7 A. -- it's like it didn't -- doesn't seem any -- yeah, I don't
8 know, I mean --

9 Q. Okay.

10 A. -- you know, it's just -- it's a commercial, you know,
11 airport where there's going be more traffic, you got intersection
12 runways, multiple, but it's not -- no more so than what you're
13 getting flying around Atlanta.

14 Q. Okay. All right. So he flips you over to tower.

15 A. Correct.

16 Q. And you check on with tower.

17 A. Correct.

18 Q. And just for the record, did tower clear you to land?

19 A. I believe so.

20 Q. Okay, just for the record, I just want to make sure, before I
21 go on, if they did.

22 A. Yeah. Yeah.

23 Q. So you're on with tower, did the tower controllers seem
24 hurried up? You know, I mean, they have an emergency inbound.

25 A. Right.

1 Q. I just wasn't sure, how did you feel -- I'm asking for an
2 opinion of yours, with the tower controller, did he -- did it seem
3 pretty controlled, did it seem like he was kind of busy?

4 A. I think he was busy.

5 Q. Okay.

6 A. I think he was working.

7 Q. Okay. Did you hear the Hawker aircraft at all?

8 A. You know, until -- all I heard was we had a mid -- I heard
9 him say we had a midair and then that's the only -- I just didn't
10 hear anything else, no one said my tail number and when I'm coming
11 like, that last -- you're kind of in that -- like I want to make
12 sure I'm feeling everything and I'm not -- you just kind of turn
13 off anything but -- and, you know, I didn't hear anything until
14 that guy said he had a midair and then my brain was sort of
15 running with hey, maybe that wasn't a tire. And then I said
16 something to tower like I think that guy might have hit us, but
17 they were pretty busy dealing with him, so we just went actually
18 to Wilson and looked at what happened.

19 Q. So let's go back, not at the event time, let's go back --

20 A. Um-hum.

21 Q. -- when you check on with tower.

22 A. Yeah.

23 Q. Was there any time in between that point and the landing
24 flick, if you will, did you ever hear anything about the Hawker --

25 A. No.

1 Q. -- Beechcraft?

2 A. I did not.

3 Q. Okay.

4 A. I did not. And I didn't even hear -- I didn't even know it
5 was them, I just heard a guy say we had a midair, I didn't hear --
6 I didn't know it was a Hawker, I didn't know his tail number, I
7 didn't know, I didn't hear any of that.

8 Q. Okay. But I just wanted to make sure I had that.

9 A. Yeah. Yeah, yeah. No, I didn't.

10 Q. Okay.

11 A. I didn't -- yeah, I didn't know they were even -- I didn't
12 know they were on the runway, I didn't they were -- I didn't know
13 there was a Hawker in the area.

14 Q. Okay. When you were coming in on final, I know you said it
15 was VFR, it was gusty --

16 A. Right.

17 Q. -- and sometimes gusty winds --

18 A. Sure.

19 Q. -- make you work a little bit harder on the approach, were
20 you able to look -- were you looking straight at the runway you
21 were landing on?

22 A. Um-hum.

23 Q. Did you look at the whole airfield?

24 A. No, I was just down, down the numbers.

25 Q. Straight down your runway --

1 A. Yeah.

2 Q. -- and making sure it was clear?

3 A. Yeah.

4 Q. Okay. Was there any departure prior to you, that you're
5 aware of? That you recall seeing when you checked on the tower.

6 A. Uh-uh, I don't remember seeing anybody scooting out before I
7 came in, no. And I don't think they were departing that runway
8 anyway, I think all -- I think they were doing -- I think the ATIS
9 was departing 2-2, landing 1-3 at the time, so I don't -- I don't
10 think they had departures on that runway at that time.

11 Q. Okay. All righty. Now, I know you said this airplane, when
12 you pull the power to idle it, it stops flying and it comes down
13 quick --

14 A. Yeah.

15 Q. -- and it comes in slow. Can you give me a ballpark how --
16 how quickly does it stop on a runway? I mean, what's your normal
17 stopping distance, are you talking --

18 A. A couple thousand feet.

19 Q. Okay.

20 A. Yeah, I mean, if you want, but I mean, this is a 7,000-foot
21 runway, so -- and Wilson was down at the far end, so I didn't -- I
22 wasn't laying on the brakes or anything, I was just going to kind
23 of roll out, wait until we got to the taxiway that was down close
24 to where we were exiting and exit, you know.

25 Q. Okay.

1 A. So it wasn't a -- it wasn't a situation where I was trying to
2 -- trying to stop it in 1800 feet or whatever, you know.

3 Q. Right.

4 A. It was just -- yeah, it's wide and it's big, it's long, just
5 glide, you know, slide it in there and go to the FBO.

6 Q. Okay, it makes sense, I just --

7 A. Yeah.

8 Q. -- wanted to make sure --

9 A. Yeah, yeah.

10 Q. -- I understood it, so --

11 A. Absolutely.

12 Q. -- I appreciate that. So you land, all that communication
13 that you talked about already, about, you know, midair or I think
14 he hit -- or hit somebody or I think he hit us. And I just want
15 to make sure I understood it correctly with the beginning, you
16 said it felt like a -- I want to use your words, a semi tire or a
17 truck tire?

18 A. It sounded like if you were riding on the highway and a semi
19 tire blows next to you, it's just like a -- you know, just that
20 super loud pop of -- and -- but there was no, you know, there was
21 no commensurate anything in flight controls, the plane didn't
22 shimmy, there was -- I mean, literally, you know, when we got out
23 and looked at the back of that plane, I couldn't believe how much
24 of the plane was missing. I thought maybe he just like nicked the
25 -- you know, the trailing light or something, I mean, because it

1 just -- it didn't -- I mean, we were on the center line and we
2 stayed on the center line, it didn't even knock us off, you know,
3 I mean, it was just not -- I mean, did you feel --

4 MR. MANNING: No, when --

5 MR. BACON: Yeah.

6 MR. MANNING: I was just sitting right in the back, so
7 obviously Tina, my wife and I were the closest to it. I heard it,
8 I popped up, I was strapped in, I popped up and I said Sam, I
9 think we blew a tire.

10 MR. BACON: Yeah.

11 MR. MANNING: And you said we're still rolling.

12 MR. BACON: Yeah.

13 MR. MANNING: We're fine. And so I was looking out the
14 window to see if there was any evidence of anything on the runway.

15 MR. BACON: Yeah, maybe it was -- I mean, honestly, it didn't
16 knock, I mean --

17 MR. MANNING: In the back, like when we stepped out, we had
18 absolutely no idea. If you would've asked me what had happened, I
19 actually thought, when he said it wasn't the tire, I thought well,
20 maybe we ran over something really big and it threw itself against
21 the fuselage and that was the noise. But --

22 MR. BACON: Yeah.

23 MR. MANNING: -- there was nothing from a passenger
24 standpoint that indicated the airplane, you know, moved laterally.
25 So when we got out and saw it, it was just shocking, really.

1 MR. BACON: It was, honestly, a nonevent on the runway, like
2 it really was. I mean, we didn't -- no one was alarmed, it was
3 just like oh, crap, we either blew a tire or maybe we threw
4 something up into the bottom of the plane or, you know, it was
5 just -- it was loud, but that was it and it was -- you know.

6 And then when we got out, it was like oh, man, this could've
7 been really, really bad if things had gone just a little bit
8 different, you know. I mean, it's as much of a near miss as a
9 near miss can be from an actual experience standpoint, I mean, it
10 just -- it was -- it was not a -- it just, you know -- we almost
11 didn't believe what we saw, you know.

12 MR. ETCHER: Um-hum. Okay. And Ken, thank you for that
13 description. Since you were talking about it just a second ago, I
14 just want to clarify in my brain, you were sitting in the back
15 seats of the aircraft.

16 MR. MANNING: Back left, Tina was right and we were both
17 strapped in and as soon as I heard it, we were already slowing, so
18 like, you know, when we came in, I remember looking down and I saw
19 the fridge and I'm like, you know, we past the first bars, Sam put
20 it down, it was a very gusty day because I remember I had my
21 ForeFlight up, so I was looking at the winds and I remember I came
22 up and I said hey, yeah, it's pretty gusty, because you said yeah,
23 it's going to be windy and I said yeah, but it's right down the
24 runway, so it shouldn't be too bad. And so, like, it was a really
25 nice landing and -- and then when I heard that noise, then I

1 popped up and I looked around and like I said, I couldn't see
2 anything and Tina was like what was that, was that a tire? I'm
3 like, I don't know, maybe we hit -- maybe we hit something. So --

4 MR. ETCHER: So because you were so far in the back, that's
5 why I just want to get your perception, there was no --

6 MR. MANNING: No.

7 MR. ETCHER: -- head knock to the left, right, there was
8 no --

9 MR. MANNING: None at all.

10 MR. ETCHER: -- yaw, no nothing, just --

11 MR. MANNING: Nothing.

12 MR. ETCHER: Okay.

13 MR. MANNING: No. Yeah, I mean, the plane rolled right off
14 the runway and, you know -- and again, as we were rolling in, you
15 couldn't feel anything different about the plane.

16 MR. ETCHER: And I know you said it felt like you blew a tire
17 or something.

18 MR. MANNING: It sounded like we blew a tire.

19 MR. BACON: It sounded like. It didn't feel like anything.

20 (Crosstalk)

21 MR. BACON: Yeah. Yeah, yeah, it kind of --

22 MR. MANNING: It just sounded like we blew a tire and then
23 when Sam was like hey, we're still rolling and he had full control
24 of the airplane, because I've blown tires with my other airplane
25 and I know what that feels like, it grinds you off, so when he's

1 like hey, we're still rolling, then I'm like oh, well, we must've
2 hit something, right, something threw itself against the fuselage.
3 Yeah, that's kind of what it sounded like, but we didn't feel much
4 of anything.

5 MR. ETCHER: Well, see, you're getting to my -- you answered
6 my questions without me getting to it, because I was going to ask
7 you if you ever experienced a blown tire before --

8 MR. MANNING: Yeah.

9 MR. ETCHER: -- to know how to compare it. So --

10 MR. MANNING: Yeah, I mean, it's like --

11 (Crosstalk)

12 MR. ETCHER: How can they transcribe that word? No, I'm just
13 kidding.

14 (Laughter.)

15 BY MR. ETCHER:

16 Q. Okay. So we'll get back --

17 A. Sure.

18 Q. -- to you, Sam. As you're rolling out, you know, you said
19 it's controllable, there's nothing, right on the center line
20 everything felt normal. When you exited the runway, does this --
21 and forgive me.

22 A. Um-hum.

23 Q. Does it have a tiller or is it all rudder pedal steering?

24 A. All rudder.

25 Q. So did you feel any binding or anything when you were

1 applying the rudder to get off the runway?

2 A. No, nothing. Nothing.

3 Q. Taxiing in, no problems?

4 A. Taxiing in felt exactly -- I'm telling you, when I got out of
5 the plane, I -- I was blown away that, you know, half the tail
6 missing because the aircraft -- the end was missing because it --
7 I mean, it drove just like it normally drives, it -- I mean, the
8 control inputs were all, all there.

9 Q. Okay. All right. Let me go back just a second.

10 A. Um-hum.

11 Q. Right before that sound of a tire blowing --

12 A. Sure.

13 Q. -- did you see anything out of your periphery that got your
14 attention? Nothing that --

15 A. No.

16 Q. -- you can even recall?

17 A. Nothing. Nothing.

18 Q. Okay. And as you're rolling, you land, you're rolling down
19 the runway, do you look just straight ahead, do you look -- do you
20 kind of span your vision out a little bit left and right? I know,
21 it's nothing you --

22 A. Yeah.

23 Q. -- would think of, right?

24 A. Yeah, I mean -- yeah, I don't know. I mean, just --

25 Q. Okay.

1 A. Yeah, typically, you're looking around, putting up -- putting
2 up your boards if you want or clipping down your -- you know,
3 flipping lights off or whatever, you know, you're just kind of
4 getting everything to sort of start shutdown, right, as you're
5 kind of going up to that taxiway. And I assume they'd have us
6 kind of down at a taxiway towards the end because that's where the
7 FBO was, so I didn't -- I didn't -- again, I kind of let it, let
8 gravity and everything kind of do its thing just for a close down.
9 I wasn't on the brakes real hard at all.

10 Q. Did tower know you were going to go to Wilson's or --

11 A. I don't know. I don't know if -- I don't know if I told
12 them, I don't know if I told them I was going where I was parking.
13 I don't remember.

14 Q. Okay.

15 A. Yeah, yeah.

16 Q. I just was curious if they were --

17 A. Yeah, yeah.

18 Q. -- planning oh, yeah, you're going to roll through or
19 whatever.

20 A. Right.

21 Q. I just wanted to --

22 A. Yeah, that was my plan, I don't know if that was their plan,
23 but yeah.

24 (Laughter.)

25 MR. ETCHER: Okay.

1 MR. BACON: Yeah.

2 MR. ETCHER: Well, you still rolled right through --

3 MR. BACON: Yeah, yeah.

4 MR. ETCHER: -- and rolled right into it.

5 MR. BACON: That's right, just --

6 MR. ETCHER: Your plan worked out.

7 MR. BACON: -- continued.

8 MR. ETCHER: Okay, all righty. Your turn, gentlemen, let me
9 ask you a few questions, then I'm going to pass it off to Kat,
10 because she'll have some really good ones for all of you.

11 MR. BACON: Yeah.

12 MR. ETCHER: You're done with me for a while, so you --

13 (Crosstalk)

14 MR. BACON: No problem.

15 MR. ETCHER: Let's talk about maintenance, I know you guys
16 had talked about as you just came out of the big, forgive me the
17 phrase, A-B-C overhaul check.

18 MR. COLE: It was a .6, a .21 and a .35. Pretty minor in-
19 house inspection, lubrications, ELT checks, servo clutch loop
20 checks, stuff like that.

21 MR. ETCHER: Okay.

22 MR. BACON: ELT didn't go off.

23 MR. ETCHER: Oh, in the -- okay.

24 MR. BACON: No. It wasn't hard enough, I guess.

25 MR. ETCHER: They go off on my landings, so you know.

1 (Laughter.)

2 MR. BACON: Yeah. You got to get that trailing --

3 (Crosstalk)

4 MR. ETCHER: That's a saving grace.

5 MR. BACON: Yeah.

6 MR. COLE: So the inspection was a nonevent, that was done
7 about 15 hours ago. The aircraft has a total time, as of today,
8 of a thousand and 88.8 and 978 landings, approximately, so very
9 low time for age, meticulously maintained prior to Ken and Sam
10 buying it and they've continued that process. That's pretty much
11 it.

12 MR. ETCHER: Okay.

13 MR. COLE: The aircraft, when you look at it, it tells the
14 tale, it's a good-looking airplane and well cared for.

15 MR. ETCHER: Okay. Now, for the event flight, was there any
16 maintenance discrepancies, anything recent on the aircraft?

17 MR. COLE: No. During the inspection, we found that after
18 the aircraft was powered up, the left taxi recognition light would
19 stay on, found a relay that had failed in the on position, changed
20 that, that was the only discrepancy during that whole inspection,
21 other than the normal, you know, top up fluids and stuff like
22 that. It's due a 450-hour, 12-year in the end of December, and
23 they fly about 30 hours a month, so it's in pretty good shape, but
24 I saw -- let's see, you flew it out, Ken?

25 MR. MANNING: I flew it five, six, seven flights last week.

1 MR. COLE: Yeah, so when it got back from this trip, it
2 would've gone through a full preflight by maintenance, either
3 myself, Curt Walters (ph.) or one of my other guys.

4 MR. ETCHER: Are you based with the airplane in Atlanta or
5 are you here?

6 MR. COLE: I'm in Atlanta --

7 MR. ETCHER: Okay.

8 MR. COLE: -- and work between the three airports.

9 MR. ETCHER: Okay.

10 MR. BACON: Joe's the best there is, that's all we have.

11 MR. ETCHER: You what?

12 MR. COLE: I said Joe's the best there is, yeah. I'd put my
13 kids, I'd put my kids back there, so --

14 (Laughter.)

15 MR. ETCHER: And yeah, that says a lot, so --

16 MR. COLE: It's very important to us that we do not skimp on
17 any maintenance, any -- I mean, there is -- you know, that's not a
18 -- that's not part of our program.

19 MR. ETCHER: Okay. And just for the record, I know I asked
20 for discrepancies, but were there any MEL items?

21 MR. COLE: No.

22 MR. ETCHER: No.

23 MR. COLE: And they both had MELs.

24 MR. ETCHER: Okay. And there's no CVR, no FDR on this
25 aircraft --

1 MR. COLE: No.

2 MR. ETCHER: -- is that correct?

3 MR. COLE: Correct.

4 MR. ETCHER: All right. All righty. Well, I know you guys
5 have answered a lot of my questions, let me absorb this for a
6 little bit, but I'm going to let Kat because she always ask the
7 good ones and I'm like gosh, should've thought of that, of course.
8 Before I do, does anybody need a break, you doing okay?

9 MR. MANNING: No, we're good.

10 MR. BACON: I'm fine.

11 MR. ETCHER: Okay. So Ms. Kat.

12 DR. WILSON: I only have a couple because you answered a lot
13 of the ones that I had, so thank you.

14 MR. BACON: Sure.

15 BY DR. WILSON:

16 Q. All right. When you were cleared to land, do you recall
17 about how far out you were?

18 A. I remember thinking that the final approach fix was 8 or 10
19 miles out and that seemed pretty far, so I think it was somewhere
20 out there, yeah.

21 Q. Okay. I know you said you didn't tell them -- you don't
22 think you told them you were going to the Wilson FBO, but did
23 they --

24 A. Right.

25 Q. -- give you a turnoff or did they tell you where to exit?

1 A. No, they were -- they were dealing with the -- I just got off
2 at what would have been the convenient Wilson FBO turnoff and
3 taxied to Wilson.

4 Q. Okay.

5 A. So I didn't even go over to ground, I just taxied and stayed
6 on tower.

7 Q. Did they tell you to stay on tower or you just --

8 A. No. I don't know what they were saying, they weren't talking
9 to me.

10 Q. Okay. So after you said that you thought you were the
11 aircraft that was hit, they didn't --

12 A. They didn't say anything else that I heard, to me.

13 Q. Okay. Do you recall hearing air traffic controllers telling
14 the other aircraft to stop?

15 A. I don't.

16 Q. Yeah.

17 A. I don't recall hearing that, no.

18 Q. Okay.

19 A. I didn't hear that, I guess, is more accurate.

20 Q. Right.

21 MR. MANNING: There is a pilot who was right behind that
22 aircraft that gave Sam and me his contact number, who did hear
23 that --

24 DR. WILSON: Okay.

25 MR. MANNING: -- and we could provide that.

1 MR. BACON: He was next in line to take off and was watching
2 the whole --

3 DR. WILSON: Okay.

4 MR. BACON: -- thing. People were --

5 DR. WILSON: Yeah, that would be great.

6 MR. BACON: -- asking or --

7 MR. MANNING: He said he saw the whole thing.

8 DR. WILSON: Okay.

9 MR. BACON: And I don't know if they were -- were they doing
10 -- were they doing the departures on the same frequency, the same
11 tower frequency as they were -- yeah, okay. So yeah, I didn't --
12 I didn't hear it.

13 BY DR. WILSON:

14 Q. Okay. Did you have any communication with the other aircraft
15 after it landed?

16 A. No. You're talking about the Hawker?

17 Q. Um-hum.

18 A. No, no.

19 DR. WILSON: Okay. Ken, window shades open?

20 MR. MANNING: All of them.

21 DR. WILSON: Yeah. And you said you didn't see any movement
22 or anything?

23 MR. MANNING: No.

24 DR. WILSON: How much total time do you have?

25 MR. MANNING: Sixteen, seventeen hundred hours.

1 DR. WILSON: Okay. And how much in this airplane?

2 MR. MANNING: Almost 500.

3 BY DR. WILSON:

4 Q. Okay. Sam, you mentioned somebody in the right seat.

5 A. Um-hum.

6 Q. Is that -- who is that?

7 A. An employee, employee.

8 Q. Just another employee?

9 A. Yeah.

10 Q. Okay.

11 A. The guy was excited to experience the pilot life until --
12 until he wasn't.

13 (Laughter.)

14 BY DR. WILSON:

15 Q. All right. So what happened, so you get to Wilson and then
16 what?

17 A. We get out of the plane, the crew that was supposed to be
18 responding to the Southwest incident showed up and said is
19 everybody okay, I have to go back out and deal with this other
20 plane, and we said yes.

21 Q. Um-hum.

22 A. Turned the battery off, turned everything off, disconnected
23 it and looked kind of stunned by what we were looking at and
24 then --

25 MR. MANNING: Then the airport, the airport employee came

1 over, got your name --

2 MR. BACON: Yeah.

3 MR. MANNING: -- contact, talked to me and said --

4 MR. BACON: He said wait, wait for you guys, wait for FAA.

5 MR. MANNING: He said wait until the FAA shows up, I think
6 that was your team yesterday.

7 MR. BACON: Yeah. And then we just hung out there and that
8 was it.

9 DR. WILSON: Okay.

10 MR. BACON: No -- you know. It's pretty surreal.

11 MR. COLE: You texted me at 3:28 to pick through the back of
12 the airplane --

13 MR. BACON: Yeah, which was --

14 MR. COLE: -- but didn't respond with any direction --

15 MR. BACON: Yeah.

16 MR. COLE: -- of what had happened, was it a fuel truck --

17 MR. BACON: Um-hum.

18 MR. COLE: -- and no words for another 20 minutes or so.

19 DR. WILSON: So, Joe, then you came in once you found out
20 about the collision?

21 MR. COLE: Yeah, flew in last night.

22 DR. WILSON: Okay.

23 MR. COLE: A glorious Delta flight from ever.

24 (Laughter.)

25 MR. COLE: Right.

1 BY DR. WILSON:

2 Q. Was there any -- prior to the collision, I don't know if he
3 asked this specifically, but there's nothing in the airplane that
4 gave you any sort of alert that there was another aircraft
5 within --

6 A. No, there was not.

7 Q. -- close proximity? Okay.

8 A. I didn't -- I feel like that would've been -- I say that, I
9 didn't -- if there was, I didn't hear or see it, but I would be
10 interested to know, I mean, because that -- I mean, it should.

11 MR. COLE: If you don't RAAS.

12 MR. BACON: It wouldn't, on the ground it wouldn't -- okay.

13 MR. MANNING: Yeah, I think that all gets suppressed on the
14 ground.

15 MR. COLE: Um-hum.

16 MR. BACON: Yeah. Okay.

17 MR. COLE: Yeah.

18 MR. BACON: Yeah.

19 MR. COLE: Early Mustang.

20 MR. BACON: Huh?

21 MR. COLE: You don't got all those fancy things.

22 MR. BACON: Interesting.

23 DR. WILSON: I think that's all I have for now, thanks.

24 MR. BACON: Sure.

25 BY MR. GENTRY:

1 Q. Just a couple because I think you answered most of my
2 questions. Do you remember what speed it was when you heard the
3 bang, heard the loud noise?

4 A. We had landed and we would've been somewhere between 60 and
5 80 knots.

6 Q. Do you normally run TCAS when you're on your approach?

7 A. Always. Usually, yeah, it's on.

8 Q. It's automatic.

9 A. It's always on.

10 Q. Low, high, does it matter? Elevation-wise.

11 A. I don't know what --

12 Q. Do you leave it in auto?

13 A. Yeah, it's always on auto. Yeah.

14 Q. Norm or whatever the position.

15 A. Yeah, whatever the norm is. And I don't know if it changes
16 when you get into the terminal area, automatically, in the Garmin
17 or not. I know some stuff does, I just don't know if that's one
18 of them.

19 Q. Did you see any other aircraft in a traffic pattern or the
20 guy in front of you on approach or anything? On the TCAS.

21 A. The guy in front of us, no, the guy behind me, only because
22 they were talking to him about needing to slow down, I mean, so I
23 noticed him, a Southwest guy, I believe, but nobody, nobody in
24 front.

25 Q. But he was on the TCAS?

1 A. I believe he was, yeah.

2 Q. Okay.

3 A. Um-hum.

4 MR. GENTRY: That's all the questions I have, thanks.

5 MR. BACON: Okay.

6 MR. ETCHER: You're good --

7 MR. GENTRY: Yeah.

8 MR. ETCHER: -- for now?

9 MR. GENTRY: Thank you.

10 MR. ETCHER: You made it through Round 1.

11 MR. BACON: All right.

12 MR. ETCHER: It wasn't too painful, was it?

13 MR. BACON: No, not at all.

14 MR. ETCHER: Now we'll ask the real tough ones. No, I'm just
15 kidding. But do you guys need a break before we do Round 2?

16 MR. BACON: I need the restroom real quick, if you don't
17 mind.

18 MR. ETCHER: All right, let me hit pause and we'll go off the
19 record at 14:17.

20 (Off the record at 2:17 p.m.)

21 (On the record at 2:21 p.m.)

22 MR. ETCHER: And back on the record at 14:21 local.

23 Again, that was the first round, so that's usually the
24 longest, the second round is a lot quicker and I only have a few
25 questions, so I appreciate everything so far you all have told us.

1 MR. BACON: Yes, sir.

2 MR. ETCHER: It helps me. Sadly, it makes me feel like I was
3 there on your shoulder.

4 MR. BACON: Yeah.

5 BY MR. ETCHER:

6 Q. Not an experience I really want, but I appreciate you walking
7 me through it. Like I said, just a few questions. Do you guys,
8 when you're flying --

9 A. Um-hum.

10 Q. -- do you have a headset or do you do it on the speakers?

11 A. Headset.

12 Q. And is that always or --

13 A. Always.

14 Q. Okay. So just for the record, on this event --

15 A. Headset.

16 Q. -- the headset was on and it's always pretty clear?

17 A. It's a Bose set with noise cancellation, it's pretty good.

18 Q. Okay. You had asked -- I want to say Katherine was asking a
19 question, you had asked was it combined frequency, the tower
20 frequency. Why did you ask? Just more curiosity, why did you ask
21 that?

22 A. I didn't know if they were doing departures on another --
23 like sometimes they'll have, you know, your landing frequency, if
24 you're landing north on a departure frequency, if you're going a
25 different way, because they're working two, I just didn't know, I

1 didn't know if they were on the same, same one for their clearance
2 as they were for their takeoff, you know.

3 Q. Um-hum. So as a pilot, let me ask you, is that -- when they
4 have, you know, separate frequencies --

5 A. Um-hum.

6 Q. -- is that problematic for you as a pilot or is it nothing
7 you really --

8 A. No, I was just wondering. No.

9 Q. Okay.

10 A. Not at all.

11 Q. I look at --

12 A. Yeah, yeah.

13 Q. -- everything, so I'm just --

14 A. Yeah.

15 Q. When you brought that up --

16 A. Like if you go to Charlotte, they have one for the north
17 landing and the -- you know, they have different, you have to go
18 through and look at all of them to figure out which one you need
19 because there's three tower frequencies for different runways, I
20 just didn't know if they had the same --

21 Q. Okay.

22 A. -- here.

23 MR. ETCHER: Okay. All righty. I was looking over my
24 questions you left and honestly, I think you have asked -- I've
25 asked everything I can think of.

1 MR. BACON: Sure.

2 MR. ETCHER: So I appreciate it, but I'm sure they might have
3 some follow-up questions as well, so Katherine.

4 DR. WILSON: You put this pressure on me. I actually --

5 MR. ETCHER: I do, but you always have the good ones.

6 DR. WILSON: I actually don't have any questions, you all
7 really answered the ones that had, so I appreciate it. Thank you
8 very much.

9 MR. BACON: Sure.

10 MR. ETCHER: Thank you.

11 Todd, do you have any?

12 MR. GENTRY: I don't have any questions, but I will say I'm
13 glad we had a chance to talk to you.

14 MR. BACON: Yeah, I am, too. I mean --

15 MR. GENTRY: And the plane may be hurt, but at least we can
16 have firsthand information, which is --

17 MR. BACON: Sure.

18 MR. GENTRY: -- very, very helpful. Thank you.

19 MR. BACON: Yeah.

20 MR. ETCHER: You've answered all our questions, but we can
21 ask a thousand questions, but if we miss that one important
22 question that you guys think we need to look into or would help
23 us, do any of you see anything that we didn't ask that we need to,
24 we should've, it might help to look at something different, help
25 us understand the whole situation?

1 MR. MANNING: Not from my perspective.

2 MR. BACON: There's nothing with the plane, nothing with --
3 the only thing that was abnormal about this versus just a
4 completely normal was it felt like there was some pressure, real
5 or artificial, on -- that ATC had on themselves to try to
6 facilitate people in and out for the blown tire that was supposed
7 to be coming in. That's the only thing that was out of the
8 ordinary, that I would say would stick out in my mind at all from
9 anything, I mean, obviously, other than the guy hitting.

10 But just from like all of the -- you know, everything was
11 normal, getting moved around the arrival, that's pretty normal
12 here, getting off, it's just having them trying to figure out hey,
13 you know, can we get -- we may have to deal with a closed runway
14 or whatever, can we get some people in and out before then.

15 It seemed like they were trying to facilitate that and I
16 would say that was the only thing that was different about this
17 than -- that made it any different than, you know, every other
18 landing in any place you go, you know, it felt like they were --
19 which I appreciate, right? I mean, they're trying to not send me
20 to Sugarland because, you know, he didn't have to drop me down,
21 put me first and do all that stuff to try to help us get to our
22 destination, you know, so that was it.

23 MR. MANNING: The one thing that I would say which is
24 different about Hobby, and I've flown into Hobby six times, five
25 or six times, is the perpendicular runway adds a twist because, as

1 a pilot -- so obviously, I had -- one of my trips last week was to
2 Raleigh-Durham, it's a very, very busy airport and it's two
3 parallel lines and they just -- you know, they stack them up every
4 5 miles, you know, you can literally see them on the screen, but
5 as a pilot, you're not really ever trained to go look that way or
6 that way to see if there's flights coming in and that does make
7 Hobby a little more of a challenge and I can't think of any other
8 large airports that I fly into on a regular basis that have that.

9 MR. BACON: Yeah, where they do the intersecting. Yeah, it's
10 pretty busy to be do intersecting, takeoffs and landings, but --
11 yeah. Other than that, everything just seemed like a regular,
12 regular day, you know, a regular, regular flight.

13 MR. ETCHER: Okay. Well, you all have our cards --

14 MR. BACON: Yeah.

15 MR. ETCHER: -- so if you think of anything --

16 MR. GENTRY: I've got one question, can I go back?

17 MR. BACON: Sure.

18 MR. GENTRY: Can I? Am asking, please.

19 MR. ETCHER: Yes, of course.

20 BY MR. GENTRY:

21 Q. For your training, Sam, where do you do your -- where did you
22 train at?

23 A. Most recently with Executive Flight out of Beaufort.

24 Q. Okay. And it's in the airplane?

25 A. It is.

1 Q. Okay. So no sims on it, it's an actual airplane?

2 A. It's actual airplane training.

3 Q. Do you know how many hours it was for the type rating? I
4 guess it's a type rating you got.

5 A. Originally or just the most recent recurrent?

6 Q. You go back every year for recurrent?

7 A. Um-hum.

8 Q. Okay.

9 A. Yeah, you have to.

10 Q. Yeah, I mean --

11 A. I don't --

12 Q. -- recurrent, just give me the latest one --

13 A. Yeah, I can --

14 Q. -- if you know, just guess.

15 A. I can send you the cert or whatever that the guy -- if that
16 would be helpful. I don't know what the -- you do a check ride
17 and you do a verbal, you go through and do the whole -- it's a day
18 of --

19 Q. Okay.

20 A. With the guy, correct. I like to do it in a plane --

21 Q. Okay, perfect.

22 A. -- personally, but I'll probably do flight safety this year
23 just because I think the insurance likes to see you do it every
24 now and then, but --

25 MR. GENTRY: That's all my questions, thank you.

1 MR. BACON: Sure.

2 MR. ETCHER: Okay. But if you guys think of anything,
3 please --

4 MR. BACON: Sure.

5 MR. ETCHER: -- don't hesitate, reach out, my cell's on
6 there, my e-mail, don't hesitate because --

7 MR. BACON: Yeah.

8 MR. ETCHER: -- every little bit helps --

9 MR. BACON: Yeah, absolutely.

10 MR. ETCHER: -- and I'd rather -- thankfully, other than the
11 airplane's a little scratched up, if you will --

12 MR. BACON: Yeah.

13 MR. ETCHER: -- everything turned out really well --

14 MR. BACON: Yeah.

15 MR. ETCHER: -- and I'm very grateful for that, but you know,
16 it could've been worse --

17 MR. BACON: Sure.

18 MR. ETCHER: -- and we don't want that to get that way, we
19 like to fix the problem.

20 MR. BACON: Yeah.

21 MR. MANNING: Yeah. What is your process now, so what -- you
22 know, as a pilot, I read these reports, they seem to come out
23 after 12 or sometimes even longer, like what's your process, what
24 happens?

25 MR. ETCHER: So I'll tell you what, we will shut the recorder

1 and we'll call this concluded at 14:28 and then we can sit --

2 MR. BACON: Sure.

3 MR. ETCHER: -- and chat and I'll walk you guys through the
4 process.

5 (Whereupon, at 2:28 p.m., the interview concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: HAWKER 800 COLLIDES WITH CESSNA
 CITATION MUSTANG AT THE WILLIAM P.
 HOBBY AIRPORT IN HOUSTON, TEXAS
 ON OCTOBER 24, 2023
 Interview of Samuel A. Bacon

ACCIDENT NO.: DCA24FA0017

PLACE: Houston, Texas

DATE: October 25, 2023

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

A solid black rectangular box used to redact the signature of the transcriber.

David A. Martini
Transcriber

Passenger's Statements

The following was provided by the right side rear seat passenger in an email dated October 27, 2023:

Shawn - please find my notes below:

I was seated in the rear passenger seat on the right side facing forward. The plane had landed and we were taxiing on the runway. I felt a large bump as if we had driven over a brick. I also heard a very loud bang at the same time. It also felt like the airplane had lifted off the ground a bit at the same time I heard the loud bang. I didn't feel any side to side motion. We continued to taxi for a little bit and then stopped. At that point, Sam Bacon the pilot, turned around and said 'we've been hit'. I didn't understand what he meant by that because I thought we had run over something. It was hard for me to comprehend how we could have been hit by another plane on a runway. We then deplaned and met the emergency responders. It was only at that point that I could understand how we had been hit by another airplane.

Tina Manning

The following was provided by the passenger seated in the right front (co-pilot) seat in an email dated October 31, 2023:

Hey shawn

My name is Kelly richards. All I really can say is when we touched down it felt like we hit some bricks on the runway. I didn't see or hear anything before that. Not knowing we had been hit I really didn't think anything of it as the plane came to a stop.

Thanks

Kelly