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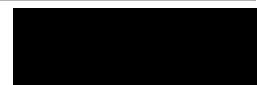
INTERSTATE AVIATION - NTSB
INTERVIEW OF NICHOLAS SCATA
TAKEN

September 3, 2021

at

Robertson Airport

CASE REFERENCE NO. 14372.00141



1 MR. MONVILLE: Okay. So it is September 3,
2 2021. It is 1551 Eastern Daylight Time. This
3 is Tim Monville, NTSB Eastern Region Aviation.
4 My work phone is [REDACTED]

5 We're at -- is it Robertson Airport,
6 48?

7 MR. SCATA: 4 Bravo 8.

8 MR. MONVILLE: 4 Bravo 8. Sorry.

9 In the conference room with me is Kevin
10 Godbout FAA Fight Standards, Andrew Hall Textron
11 Aviation. Tom, introduce yourself.

12 MR. TOBIN: My name is Tom Tobin. I'm an
13 attorney with the Wilson Elser firm and will be
14 representing our good friend Nick Scata today.

15 MR. SCATA: And I'm Nick Scata with
16 Interstate Aviation.

17 MR. MONVILLE: Okay, perfect. So what I'll
18 do is I'll be taking notes and then I'll type
19 them up. And I'll supplement the notes with
20 this recording.

21 This is being recorded. And I guess,
22 Tom, you have to agree to the recording and,
23 Nick, you agree to have this recorded?

24 MR. SCATA: I do.



1 MR. MONVILLE: And, Tom?

2 MR. TOBIN: I do and I will provide everybody
3 with a copy of the recording.

4 MR. MONVILLE: Perfect. Okay. Thanks.

5 So I guess to even start, you know,
6 NTSB is here for safety. We take no action
7 against people. We have no authority. But
8 everybody we speak to has a right to be
9 represented, and you want Tom to represent you?

10 MR. SCATA: Yes, I do.

11 MR. MONVILLE: Okay, perfect. I guess once
12 that's over, the formality -- I know this is a
13 very difficult time, so I really appreciate you
14 taking the time to help me and the team
15 understand the operation, what the flight was
16 about and -- and thank you for your patience
17 with me today with all that's been happening.

18 You know, we wanted to get that CVR off
19 right away and we just found it and we had to
20 make those arrangements, so thank you for that.

21 I guess what I'd like to do is, Nick,
22 give me your full name, please.

23 MR. SCATA: It's Nicolas, N-i-c-h-o-l-a-s.

24 MR. MONVILLE: Yep.

1 MR. SCATA: Salvatore Scata.

2 MR. MONVILLE: Spell the middle name.

3 MR. SCATA: It's S-a-l-v-a-t-o-r-e.

4 MR. MONVILLE: Uh-huh.

5 MR. SCATA: S-c-a-t-a.

6 MR. MONVILLE: Okay. And your title is?

7 MR. SCATA: I am president of Interstate
8 Aviation.

9 MR. MONVILLE: Okay.

10 MR. SCATA: As well as one of the owners.

11 MR. MONVILLE: And an owner of the aircraft
12 or owner of the --

13 MR. SCATA: Owner of the Interstate Aviation.

14 MR. MONVILLE: Okay. Okay. And how long in
15 the capacity of president, just to give me an
16 understanding?

17 MR. SCATA: Just about two and a half years
18 now. We -- myself and another gentleman
19 purchased the business in December 2019 -- '18.

20 MR. MONVILLE: Okay. Okay.

21 MR. SCATA: One of those days.

22 MR. MONVILLE: And this -- this business, how
23 many -- what is the purpose of it and how many
24 aircraft do you have or operate? I just -- I

1 don't know anything about it.

2 MR. SCATA: I'll give you a background. So
3 the purpose of the business is we have a flight
4 school, we have a maintenance department, and we
5 manage aircraft, such as the Citation jet that's
6 the subject here.

7 There is an affiliated company that
8 owns the school's aircraft that -- which I'm an
9 owner to. So it's a separate LLC that owns all
10 our general aviation aircraft. We did not have
11 any ownership interest in 560 Alfa Romeo.

12 MR. MONVILLE: And when you say they did not
13 have ownership interests, they as the --

14 MR. SCATA: Us as Interstate or this other
15 entity, New England Aviation, which is a
16 separate entity that owns our aircraft. So same
17 owners -- we have common ownership between those
18 two entities, just so you understand where the
19 aircraft come from.

20 MR. MONVILLE: And can I call you Nick? It
21 that okay?

22 MR. SCATA: Yes.

23 MR. MONVILLE: Can you repeat that.
24 Interstate had no?

1 MR. SCATA: Ownership interest in the
2 Citation.

3 MR. MONVILLE: Okay.

4 MR. SCATA: We just managed it.

5 MR. MONVILLE: Okay. And is that -- is that
6 the only Citation?

7 MR. SCATA: That was the only, yes, the only
8 jet on the -- under our ownership, under other
9 management.

10 MR. MONVILLE: Okay. And I know this is a
11 very difficult question. But to understand the
12 pilot and the purpose -- there is so many things
13 I don't know. I got here late last night, about
14 midnight, got on scene at 7:30, been working
15 with the scene. I have nothing for background
16 information.

17 So I wonder if you can help me
18 understand, I was given a name but it wasn't
19 confirmed and I don't know if they've confirmed
20 it. So what you can tell me factually --

21 MR. SCATA: Yep.

22 MR. MONVILLE: -- I would much appreciate it.
23 Because there's -- I don't know.

24 MR. SCATA: Okay. So Will O'Leary was the

1 pilot-in-command on yesterday's flight. Will's
2 family was the previous owner of Interstate
3 Aviation.

4 MR. MONVILLE: Okay.

5 MR. SCATA: Will and his sister worked for
6 me, Lynn.

7 Will's relationship with respect to the
8 jet was a salaried pilot-in-command, type rated
9 in the jet. He would handle scheduling the
10 maintenance of the aircraft, trip planning, and
11 every -- you know, every aspect of being
12 pilot-in-command or the captain of that
13 aircraft.

14 Lynn would be administrator with
15 respect to the 560 Alpha Romeo she was the
16 interface with the owners, Tim and Nancy
17 Haviland, through Brookhaven Properties. And
18 she would handle, you know, the preliminary trip
19 planning. We want to go here on this date and
20 time. She would get the hotels. She would
21 arrange that part of it. Will would do all the
22 flight planning.

23 Will also had the ability have -- had
24 the ability to pick his co-pilots. The

1 co-pilots were always contract pilots.

2 MR. MONVILLE: Okay. So -- so was Will a
3 salaried employee of Interstate Aviation?

4 MR. SCATA: Yes --

5 MR. MONVILLE: Okay.

6 MR. SCATA: -- he was.

7 MR. MONVILLE: Okay. Okay. And you
8 mentioned the co-pilots that he picked were
9 contract.

10 So the co-pilot, do you know for a fact
11 who the co-pilot was? I don't know if you saw
12 her in the airplane or get in it.

13 MR. SCATA: It was a he?

14 MR. MONVILLE: A he. Okay.

15 MR. SCATA: It was Mark. I only met him
16 once. I was the usual second-in-command on that
17 aircraft.

18 MR. MONVILLE: Okay. Okay.

19 MR. SCATA: So it was -- on occasion we had
20 to contract co-pilots.

21 MR. MONVILLE: Uh-huh. Okay.

22 MR. SCATA: But I was the -- Will and I were
23 the standard crew on the aircraft.

24 MR. MONVILLE: Okay. And in terms of Mark,

1 this co-pilot, do you know, who would have
2 contact for his family or anything? Would
3 you --

4 MR. SCATA: I received his contact
5 information yesterday. We have a copy of his
6 pilot's license and his -- for insurance
7 purposes, he filed out a pilot form to make sure
8 he was qualified under our insurance. Other
9 than that, I only met him once. I don't know
10 him personally.

11 MR. MONVILLE: Okay. You know, maybe before
12 we leave, we can get a copy of the pilot
13 certificate and whatever insurance application.
14 That would be much appreciated.

15 MR. SCATA: Yeah, okay.

16 MR. MONVILLE: Okay. Okay. So in terms of
17 the owner, I don't recall by name, was that
18 under Interstate Aviation -- or the owner of the
19 aircraft, the registered owner, I mean.

20 MR. SCATA: The registered owner of the
21 aircraft was Brookhaven Properties. And that
22 was a limited liability company owned by Tim and
23 Nancy Haviland, who were the parents of the
24 woman on board.

1 MR. MONVILLE: Tim and Nancy Haviland?

2 MR. SCATA: H-a-v-i-l-a-n-d if I remember
3 correctly.

4 MR. MONVILLE: Okay. And so owned by
5 Brookhaven. Will was the pilot-in-command. You
6 were normally the SIC. In this case Mark was in
7 the aircraft.

8 MR. SCATA: Uh-huh. He was acting as
9 second-in-command.

10 MR. MONVILLE: Okay. And who were the other
11 two passengers? Again, so I don't have any of
12 that yet. I don't have police reports.

13 MR. SCATA: We have the manifest. I just
14 have it right in front of me, so I'm giving you
15 factual information. So if you want to take a
16 break.

17 MR. MONVILLE: Yeah.

18 MR. GODBOUT: Do you have a water or
19 something.

20 Resume.

21 MR. MONVILLE: Okay. So we're back to the
22 recording. Nick left the room to get some
23 papers, the manifest.

24 So we were talking last and the --

1 asking about the passengers. And what can you
2 tell us about that?

3 MR. SCATA: One passenger, her name was
4 Courtney Haviland, C-o-u-r-t-n-e-y.

5 MR. MONVILLE: Uh-huh.

6 MR. SCATA: H-a-v-i-l-a-n-d.

7 MR. MONVILLE: Okay.

8 MR. SCATA: And her husband William Shrauner,
9 S-h-r-a-u-n-e-r.

10 MR. MONVILLE: Okay, husband. Okay. And
11 does that have -- we'll be able to get copies of
12 that?

13 MR. SCATA: Yeah.

14 MR. MONVILLE: Okay. Does that have weights
15 for the --

16 MR. SCATA: Yes.

17 MR. MONVILLE: Okay. Perfect.

18 MR. SCATA: It has weights of the passengers.
19 It does not have the pilots' weights.

20 MR. MONVILLE: And since you have that
21 manifest in front of you, is that an actual
22 weight of stepping on a scale or is it asking
23 the person what is your weight?

24 MR. SCATA: Solicited weight.

1 MR. MONVILLE: Okay. Okay. Okay.

2 Okay. So Tim and Nancy Haviland own
3 this aircraft under the name Brookhaven
4 Properties. And Will, his title with
5 Interstate?

6 MR. SCATA: I don't recall. I haven't had a
7 chance to look if he was still kept on as vice
8 president. But he's -- his sole purpose was to
9 be pilot-in-command for this aircraft. He was a
10 salaried captain.

11 MR. MONVILLE: Okay.

12 MR. HALL: Salaried by Brookhaven or --

13 MR. SCATA: Interstate.

14 MR. HALL: Just wanted to make the
15 distinction as where it was.

16 MR. SCATA: Yeah. We would bill Brookhaven
17 for pilot services and administrative services
18 for the trip planning.

19 MR. MONVILLE: Okay. And do you happen to
20 know the reason, the purpose of this flight?

21 MR. SCATA: I recently -- I learned yesterday
22 that Courtney was pregnant and I'm guessing
23 that -- I don't know. I'm just guessing. I
24 don't know the purpose of the flight.

1 MR. MONVILLE: Okay. We'll put unknown for
2 that rather than --

3 MR. SCATA: Yep.

4 MR. MONVILLE: Okay.

5 MR. SCATA: It was supposed to be a weekend
6 away for the two of them.

7 MR. MONVILLE: Okay.

8 MR. SCATA: That's all I know.

9 MR. MONVILLE: Nick, I guess, do you know
10 when the flight came about or came to be known
11 or scheduled or began?

12 MR. SCATA: I don't have the exact date.
13 Lynn would have that. And I can get that to
14 you.

15 MR. MONVILLE: Okay.

16 MR. SCATA: But it was scheduled over 30 days
17 ago because the original destination was going
18 to be Key West and they changed it because of
19 COVID reasons in Florida.

20 MR. MONVILLE: I guess, are we back to being
21 a hotspot again?

22 MR. SCATA: Florida?

23 MR. MONVILLE: Yeah.

24 MR. SCATA: I guess.

1 UNIDENTIFIED SPEAKER: You're from Florida.

2 MR. MONVILLE: I am.

3 MR. SCATA: My son lives down there. He says
4 it's worse than it was, but you wouldn't know it
5 by how people act.

6 MR. MONVILLE: Okay. So they're -- the
7 flight plan we have going to Manteo, North
8 Carolina, is that --

9 MR. SCATA: Yes. It's -- the identifier was
10 MQI.

11 MR. MONVILLE: Mike Quebec India?

12 MR. SCATA: Yes, North -- Dare County
13 Regional.

14 MR. MONVILLE: Okay. Part of the records
15 that you may have turned over that I haven't
16 seen yet. I know they exist. But the trip logs
17 or the aircraft log sheets, you know, to know
18 when it was flown last and how many hours, do
19 you have other than maybe what are originals --

20 MR. TOBIN: Did we get that to you? That was
21 Bill that got that yesterday.

22 MR. SCATA: The historical ones.

23 MR. TOBIN: Okay.

24 MR. SCATA: The current one, which would have

1 been the first trip in September would have been
2 in the aircraft. So the last one for August
3 would have the last HOBs before this flight.
4 I'm -- that was the process. So I didn't look
5 at what I handed Bill to see when the last
6 flight logged. But it would have been a flight
7 that Will and I took to Nantucket, if I remember
8 correctly, in August.

9 MR. GODBOUT: Do you happen to know what day?

10 MR. SCATA: Yeah. Again, Will was in charge
11 of keeping that log. And I know that there was
12 a green folder that we kept -- that we took with
13 us on trips. So the most current log would have
14 been there. But I believe he switched it out
15 every month. And the book I think I gave to
16 Bill is going to be some of those logs.

17 MR. GODBOUT: Okay.

18 MR. SCATA: If not, they would still be in
19 the office and I didn't remember seeing them.

20 But the last trip that I was on in that
21 aircraft, we flew the 10th there. From here to
22 Grattan, to Nantucket and back to drop off
23 Mrs. Haviland and some of her friends. And then
24 we went back on Friday the 13th.

1 MR. MONVILLE: So you went on 8/10 from
2 Bradley -- I'm sorry.

3 MR. SCATA: No. From here to Grattan, KGON.
4 The identifier for Grattan is KGON.

5 MR. MONVILLE: Yeah.

6 MR. SCATA: To ACK.

7 MR. MONVILLE: Yeah.

8 MR. SCATA: Which is Nantucket.

9 MR. MONVILLE: Okay.

10 MR. SCATA: Back to here. So we picked up
11 passengers in Grattan, dropped them off in
12 Nantucket, and then returned to home base here.

13 MR. MONVILLE: Returned empty, just you guys?

14 MR. SCATA: Yes.

15 MR. MONVILLE: Same day 8/10?

16 MR. SCATA: That would have been -- yes,
17 yeah, we didn't stay. And then the 13th we went
18 back and retrieved the passengers in Nantucket,
19 brought them back to Grattan and then came back
20 to home base.

21 MR. GODBOUT: This is your first trip?

22 MR. SCATA: Uh-huh. And this was the --
23 there was a scheduled trip for last weekend with
24 Courtney but that got canceled because of the

1 storm. So this was -- that was in addition to
2 this trip. This trip was on the books, I'm
3 going to say, for more than -- it's been a while
4 that she has been planning this. I just don't
5 know the exact lead time. So this is the first
6 time the plane has flown since Nantucket.

7 MR. MONVILLE: Okay. And if you can think
8 back on the 8/10 trip, making those legs and
9 coming back, did you have any problem?

10 MR. SCATA: No, sir.

11 MR. MONVILLE: Any airframe, engines, systems
12 issues?

13 MR. SCATA: Nothing, zero squawks.

14 MR. MONVILLE: Okay. And what about the
15 8/13?

16 MR. SCATA: Same thing.

17 MR. MONVILLE: Uh-huh. Okay.

18 MR. SCATA: And I flew the empty legs on both
19 those trips and had no issues because I'm also
20 type rated in the aircraft as a captain.

21 MR. MONVILLE: Uh-huh, uh-huh, okay. Is
22 there any video inside this building that
23 captured people congregating, communicating,
24 talking about the flight, anything that we have?

1 MR. SCATA: We have no video surveillance
2 here.

3 MR. MONVILLE: Okay.

4 MR. TOBIN: But it would be the other hangar,
5 right?

6 MR. SCATA: Yeah, there is cameras but they
7 don't record. It's just, like, live. There is
8 no recording device on those. And they actually
9 wouldn't have faced where the plane would have
10 been parked when they got on board. There was
11 cameras that face the gate there. I don't know
12 if you guys saw that. Yeah, they face that way.

13 When the person that originally built
14 that hangar, the purpose of those cameras was to
15 see the people coming in the hangar and not to
16 be focused on the aircraft taking off.

17 MR. MONVILLE: You never know until you ask
18 the question.

19 MR. SCATA: Yeah.

20 MR. MONVILLE: Okay. So did you actually
21 interact with anybody before the flight?

22 MR. SCATA: I was not here yesterday morning.

23 MR. MONVILLE: Okay.

24 MR. SCATA: I even didn't recall that the

1 plane was going out until I got the call.

2 MR. MONVILLE: Is there anybody that I can
3 speak to that interacted with -- with --

4 MR. SCATA: With the pilots?

5 MR. MONVILLE: With either the pilots or the
6 passengers and said, hey, I communicated with
7 them and we talked about?

8 MR. GODBOUT: The fueler maybe.

9 MR. SCATA: Huh?

10 MR. GODBOUT: Even the fueler, because they
11 took fuel before the flight.

12 MR. SCATA: Usually we fuel the jet the day
13 before.

14 MR. GODBOUT: Okay.

15 MR. SCATA: So anybody who would have
16 interacted with the pilots would have Lynn,
17 Will's sister.

18 MR. MONVILLE: Uh-huh, okay.

19 MR. SCATA: Because our normal procedure is
20 they report here -- or Will would come here gets
21 the trip logs, the book, the green folder I
22 referred to that had the log sheet, trip
23 manifest. He would do the weight and balance.
24 He would always file a flight plan a day or two

1 before. He would have the nav logs in the book.

2 He would usually -- if I didn't pretrip
3 the plane -- since I wasn't flying, I didn't
4 pretrip the plane -- he would pretrip the plane
5 the day before and do a fuel order. And Nate
6 would fuel the plane. He was pretty adamant to
7 make sure it was done the day before just so
8 there was nothing holding him up when it was
9 time to go.

10 MR. MONVILLE: Uh-huh.

11 MR. SCATA: As far as the passengers, they
12 would have met Will and Mark down there. Their
13 car is still there. It was unusual for the --
14 for the flights to originate with passengers out
15 of Robertson only because they didn't live in
16 the area.

17 MR. MONVILLE: Okay.

18 MR. GODBOUT: And why was it this time?

19 MR. SCATA: I don't know. Because both
20 Courtney and Will lived in Boston. So we would
21 usually fly to Hanscom. Our normal flight
22 routine, leave here empty, go to Hanscom Field
23 and pick up Tim and Nancy or their kids because
24 they all lived in Boston during the summer

1 months. And Tim and Nancy have a home in West
2 Palm for the winter months and then they have a
3 home in Saybrook. So I can only speculate why
4 Will and Courtney were coming here instead of
5 being picked up in Hanscom Field.

6 MR. MONVILLE: Is their car still here?

7 MR. SCATA: Car is still there.

8 MR. MONVILLE: Okay.

9 MR. SCATA: I don't have a key to it. I
10 don't think they left us a key, which they
11 wouldn't because they knew they were coming back
12 here.

13 MR. MONVILLE: Well, it sounds like -- I
14 would like to talk to Lynn.

15 MR. SCATA: Yep.

16 MR. MONVILLE: Now, is she an employee of
17 Interstate Aviation?

18 MR. SCATA: Yes, she is. She is also --

19 MR. MONVILLE: But I know, like you, this is
20 a very tragic and this is a difficult time.

21 MR. SCATA: Well, it's -- yeah. I would say
22 that we do something next week.

23 MR. MONVILLE: Of course. I'm not even
24 talking -- yeah, I don't think that would be

1 appropriate.

2 MR. SCATA: Her and Will were very close.
3 There is a family of eight children. But her
4 and Will are extremely close because of the
5 business.

6 MR. MONVILLE: Okay. You know, so, Tom, will
7 I go through you on that --

8 MR. TOBIN: Yes.

9 MR. MONVILLE: -- when time is agreeable to
10 them when they're settled?

11 MR. TOBIN: When are you thinking of?

12 MR. MONVILLE: A couple weeks.

13 MR. TOBIN: A couple weeks, yes.

14 MR. MONVILLE: Given -- I don't know, each
15 person is different. Some people want to talk.
16 Some people have to grieve. Right. It's each
17 person -- it's their own. So I'll leave this up
18 to her when she's able to talk to me. How is
19 that? I don't set timelines from my end.

20 MR. SCATA: As I said, her interaction --
21 just to give you the dynamic -- is the owners of
22 the plane would call Will or Lynn, mainly Lynn,
23 say they want to go XYZ on this date. Lynn had
24 a flowing calendar that we would send to them

1 once a month of -- so they'd know -- like if the
2 plane was going to be in for maintenance or
3 whatever, they would call Lynn or email Lynn
4 saying we would like to do XYZ on such and such
5 a date or -- they had three children, you know.
6 So -- they were all adult children. So and so
7 wants to use the plane on this date to go here.
8 So she would be the initial interface.

9 She would then call Will and let him
10 know. And he would figure out the FBO to go to,
11 the length of the flight, and some just
12 preliminary flight planning so we can get hotels
13 and things.

14 So he would do an initial flight plan
15 is what I think he used to do on flightplan.com
16 just figure out the time. And then we would
17 communicate that to the owners. And then when
18 they said yes, book the trip, then as we got
19 closer to the trip, Lynn would -- you know, I
20 can show you this. I can give you a copy. She
21 would produce that for Will and I, which is
22 something that was a carryover for when they
23 used to have a 135 operation here.

24 MR. MONVILLE: Uh-huh.

1 MR. SCATA: And then Will would, you know, do
2 his thing a couple days in advance, weight and
3 balance, look at weather, start talking about
4 whether it was going to be an issue to
5 communicate to the owners. And then if
6 everything went, we went.

7 MR. MONVILLE: Okay.

8 MR. SCATA: Go to the airport and we wept.

9 MR. MONVILLE: And you mentioned previously a
10 weight and balance. Is that -- do we have a
11 weight/balance for the accident flight that
12 someone provided or produced?

13 MR. SCATA: It would have been in the plane.

14 MR. MONVILLE: So it's not done and left here
15 or anything lying that?

16 MR. SCATA: He would use a program, an Excel
17 program. I don't have access to it. I haven't
18 looked. I would have to ask Lynn if she knew
19 where he kept it. He was transitioning to
20 something that was on his iPad called CESCO or
21 Ces -- it was a Cessna application.

22 MR. GODBOUT: CP Calc.

23 MR. SCATA: There you go. So I don't know
24 for this trip if he printed one. He was pretty

1 habitual. I'm sure he printed one. I don't
2 know where the Excel file is for the trip. I'd
3 have to ask Lynn if she has access to it
4 because it was an Excel spreadsheet that was
5 created.

6 MR. MONVILLE: Plugged in the numbers and it
7 calculated it.

8 MR. SCATA: Yeah, it did -- you know, it did
9 the envelope. It was something that created for
10 them years ago. They tailored it to this
11 aircraft. I kind of tried to bring them up to
12 -- you know, I use ForeFlight. So for my 135
13 operation, I use the ForeFlight app to do my
14 weight and balance and I check it against my POH
15 to make sure it's accurate.

16 But I don't even want to guess. I'm
17 assuming with full fuel and four people on
18 board, they were well within the envelope. I
19 would have to do the numbers myself.

20 MR. MONVILLE: That's one of the things we --
21 you know, we don't single out, but every
22 investigation we look at that.

23 MR. SCATA: Yeah.

24 MR. MONVILLE: Look at a lot of different

1 things.

2 MR. SCATA: Yeah.

3 MR. MONVILLE: So as long as we have the most
4 current weight/balance for the aircraft, you
5 know.

6 MR. SCATA: As far as the weight and balance
7 for the airplane itself?

8 UNIDENTIFIED SPEAKER: And records.

9 MR. MONVILLE: Yes.

10 MR. SCATA: I think in one of those things
11 there was weight when -- and I forgot when the
12 weight was done. But I saw documentation in
13 there of a current weight.

14 MR. MONVILLE: If it was on a 135, they
15 require that every --

16 MR. SCATA: No, it's not a --

17 MR. MONVILLE: If it was, if it was.

18 MR. GODBOUT: The aircraft was at one point?

19 MR. SCATA: No, it was never on a 135.

20 MR. GODBOUT: That plane wasn't?

21 MR. SCATA: No.

22 MR. MONVILLE: Okay.

23 MR. SCATA: So if there was, what I think of,
24 a POH and AFN, the AFN was onboard. The AFN

1 serial as to the aircraft was onboard the plane.

2 MR. MONVILLE: Let me get my -- let me get my
3 thought process and I'll go to -- Kevin, do you
4 have any questions I guess?

5 MR. GODBOUT: I don't know if we wanted to
6 talk about like just, kind of, procedures like
7 procedurally like when you come or when you flew
8 with Will, you know, how you guys kind of worked
9 together and things like that and then you're,
10 you know, running checklists and --

11 MR. SCATA: It was command and response.

12 MR. GODBOUT: Yeah.

13 MR. SCATA: So as I said, usually one of us
14 the day before the strip, just so we weren't
15 caught off guard with a squawk, would preflight
16 the plane; do the exterior walk around, check
17 engine oils. The engine oil was checked after
18 every flight within the ten minutes required on
19 that particular aircraft. Never had any
20 problems with that.

21 You know, just do our walk around. You
22 know, fire everything up. I pull the checklist.
23 As I did it more and more often, it's the same
24 steps every time and I would just review the

1 checklist to make sure I didn't miss anything.

2 I'm assuming Will did the same. We
3 never did it together. One of us would make
4 sure the plane was ready to go so that we didn't
5 have to cancel the trip for a stupid thing like
6 a light bulb out or something that would ground
7 the aircraft.

8 When we got here, we did the non-FAA
9 aviation stuff, you know, water, coffee, blah,
10 blah, blah, got the plane ready for the trip,
11 pull it out, fire it up, run through our checks,
12 especially the, you know, the dress rehearsal,
13 (indiscernible). I forgot what we call it. It
14 just became process and we would double-check
15 our process against each other.

16 And then whether I was flying or he was
17 flying, we did our standard callouts. It was
18 speed alive, power available, air speed alive, A
19 not crosscheck, V1, rotate, go.

20 Because I was new and I was obviously a
21 much newer pilot for the jet -- I had been
22 flying it for three years and Will has been
23 flying it since they owned it and Will has a lot
24 more turbine time -- my question was if

1 something goes wrong on the roll, he says we go.
2 We get to Bradley. We'd handled the emergency
3 in here and we go. Okay. So we knew what the
4 plan was. So --

5 MR. GODBOUT: When he -- when he said that to
6 you, like was that one of the first flights?
7 Like I'm just curious if that's something he
8 might have said to the new guy that he was just
9 flying with. Or when he does fly with somebody
10 new as he ever talked about --

11 MR. SCATA: No, he never did. No. I've been
12 flying with him -- when did I get my rating jet?
13 Three, four years. So, yeah, the first couple
14 of flights -- he was a quiet guy.

15 MR. GODBOUT: Yeah.

16 MR. SCATA: But after that, we were like
17 brothers.

18 MR. GODBOUT: If you need to take a break, we
19 can take a break.

20 MR. SCATA: He was a good pilot. He didn't
21 take risks. That I can say. So seeing those
22 skid marks on that runway something bad went
23 wrong. Because if that plane could fly, he was
24 taking it off the ground. That's why we trained

1 at Flight Safety. It had two engines. It would
2 fly on one engine. So I don't know what
3 happened. I'm really curious what you guys will
4 find on that CVR.

5 MR. MONVILLE: I hope it has something, you
6 know, because we've had cases where it hasn't --
7 it's broken or something. I don't know.

8 So we're flying it up to Washington
9 today. And it will be there about 7:30 or so.
10 And then we're going to have to make sure that
11 it recorded the event. So that's the first
12 priority.

13 MR. SCATA: Yeah.

14 MR. MONVILLE: So we've got it up there. Got
15 it on the flight. It's in the cockpit of an
16 airliner. Someone at NTSB is going to meet it,
17 hand carry it to our headquarters. And, you
18 know, it will be over the weekend before I know
19 what's going to happen. But --

20 MR. GODBOUT: State police hand delivered it
21 to the crew of the plane and, you know, it's a
22 priority.

23 MR. SCATA: Just asking the process. Yeah,
24 we -- we worked as a crew very well and we did

1 our training every year. And this year I went
2 for my pilot-in-command rating, so he was there
3 for the first three days. And we got through
4 that and got signed off. And then I just went
5 on to finish so I can do my check ride. So we
6 knew that plane.

7 MR. MONVILLE: Where was your training at?

8 MR. SCATA: Flight Safety International in
9 Orlando.

10 MR. MONVILLE: Okay. I think I know the guy
11 there. I'll have to reach out to him, see if we
12 can get records.

13 MR. SCATA: I have mine on the web portal.

14 MR. MONVILLE: Okay.

15 MR. SCATA: I'm sure Lynn has Will's. If
16 not, we can get them from Flight Safety.

17 MR. MONVILLE: They're pretty good. They're
18 reasonable. We just have to make a request
19 through their attorney.

20 MR. SCATA: Yeah.

21 MR. MONVILLE: And they're pretty responsive.

22 MR. GODBOUT: So, Rich, that was flying it --

23 MR. SCATA: No, there was no Rich.

24 MR. GODBOUT: I mean --

1 MR. SCATA: Mark.

2 MR. GODBOUT: -- Mark, that's it. Sorry.

3 MR. SCATA: Mark was the co-pilot.

4 MR. GODBOUT: So his -- are there records
5 somewhere with his training?

6 MR. SCATA: We don't have them.

7 MR. GODBOUT: Okay.

8 MR. SCATA: I don't know who did his
9 training. I have his licenses here that we had
10 copies of.

11 MR. GODBOUT: Are those copies for us or are
12 those --

13 MR. SCATA: No, those are the copies --

14 MR. GODBOUT: Okay. So we'll just, like,
15 want copies.

16 MR. SCATA: Yeah, you'll get copies.

17 MR. GODBOUT: I'll write this down real
18 quick.

19 MR. SCATA: He was ATP, it looks like. And
20 his hours are on the pilot record for the
21 insurance company on the back. But I didn't
22 know him personally.

23 MR. MONVILLE: What we can do, so we can move
24 this forward, because I -- you've been here all

1 day.

2 MR. SCATA: I'm fine.

3 MR. MONVILLE: Guys, let's get -- we can get
4 this when the interview is over, right?

5 MR. GODBOUT: Yeah.

6 MR. MONVILLE: And let's just move this
7 forward so Nick can -- okay.

8 Kevin, anything else? Andrew?

9 MR. HALL: So kind of go through a typical
10 departure from when you pulled the airplane out
11 of the hangar, what you guys did.

12 MR. SCATA: So Will pulled the airplane out
13 of the hangar. I would -- we would both usually
14 be here 30 minutes to an hour before departure,
15 do the final preparations for the trip. If we
16 were going out of here empty, I was in the left
17 seat. We would start the plane, make sure we
18 had two good engine starts. We'd run through
19 our checks.

20 MR. HALL: APU?

21 MR. SCATA: APU, no, we never started the APU
22 here unless we were having passengers shown up.
23 Or when it was cold, I would start the APU.

24 MR. HALL: I understand.

1 MR. SCATA: And if it start -- you know, just
2 -- you know, usually if it was a first trip out
3 of here and no passengers were meeting us, we
4 would just get in. The plane was always hooked
5 up to either a battery, triple charger or -- you
6 know, so you turn the on button, check the amps,
7 make sure we have adequate amps to start the
8 engine. Then we do one engine and then the
9 other. So it was a cross-engine start for the
10 second one.

11 You wait for them to warm up. We turn
12 all our avionics on. We may -- wait for them to
13 get all aligned because it's all -- it was an
14 all-glass cockpit. I'm forgetting what it's
15 called. I would have the checklist in front of
16 me. Bring one engine up to see -- I think it's
17 a yaw damper check.

18 MR. HALL: Yaw damper check.

19 MR. SCATA: Yeah. Bring the other engine up.
20 That's why we were sitting there.

21 MR. GODBOUT: The plane choked at this time?

22 MR. SCATA: No, we had brakes on. The chocks
23 were already removed because we were both in it.
24 There was no line crew.

1 MR. GODBOUT: Okay.

2 MR. SCATA: It was he and I were the line
3 crew.

4 MR. GODBOUT: Okay.

5 MR. SCATA: We pulled the plane out. We
6 pulled the chokes. We did all that. We would
7 start up. We would do that yaw damper check.
8 If we were going to be flying into known icing
9 conditions, we'd swell the engines up to make
10 sure that all the anti-ice equipment was
11 operable. If it wasn't, we didn't. We would
12 taxi out, do our brake checks, our steering
13 checks, our auto pilot checks. And then on the
14 taxiway, we'd check the thrust reversers, open
15 the buckets and make sure they get deployed with
16 the -- the emergency deploy features.

17 MR. GODBOUT: Could you talk me through those
18 other checks as you're going out? You said the
19 engine checks, the brake checks, the thrust
20 reverser check.

21 MR. SCATA: Yeah. So when we started moving
22 the aircraft to make sure that the nose wheel
23 was pinned the way it's supposed to be, you turn
24 the aircraft left or right.

1 MR. GODBOUT: Okay.

2 MR. SCATA: Because that nose wheel --
3 because it has happened, somebody would pull the
4 pin and you would know right away that you
5 weren't going to turn.

6 MR. GODBOUT: Turn, right, because you want
7 them to get --

8 MR. SCATA: Yeah. But, you know, part of the
9 exterior inspection was making sure that that
10 pin was in.

11 MR. GODBOUT: Okay.

12 MR. SCATA: So the turning.

13 MR. GODBOUT: And there is no gust lock or
14 anything like that? I'm just curious.

15 MR. SCATA: We never deployed it.

16 MR. GODBOUT: Okay.

17 MR. SCATA: There was a -- I don't know if it
18 was called a gust lock. But there was a lock
19 but we never used it.

20 MR. GODBOUT: Okay.

21 MR. SCATA: Because the plane was always
22 hangared. Flight control checks, you know,
23 right, left, forward, back, rudder.

24 MR. GODBOUT: Looking out the window?

1 MR. SCATA: Yep, yep.

2 MR. GODBOUT: Okay.

3 MR. SCATA: Auto pilot check. I'm doing this
4 from memory. But the checklist was engage the
5 auto pilot, make sure it was operative, trim,
6 stop, you know, holding the red button down,
7 make sure the trim wheel didn't move, made sure
8 it moved with the trim lever. I don't recall
9 the rest of them.

10 MR. GODBOUT: Okay.

11 MR. SCATA: As I said, when we got on the
12 taxiways, we would deploy the thrust reverser
13 buckets just to make sure the buckets opened and
14 they would emergency shutdown -- emergency stow.

15 MR. GODBOUT: Okay.

16 MR. SCATA: We talked about the anti-ice if
17 we thought we were going into known icing.

18 MR. GODBOUT: Okay. And you said a brake
19 check or something? So lights or something?

20 MR. SCATA: No, no. It was basically move
21 the aircraft, just like you do in
22 (indiscernible) aircraft, get on the breaks,
23 check your brakes, okay, brakes are available.

24 MR. GODBOUT: Okay. So all these are -- are

1 these like co-pilot or pilot? Are they the
2 responsibility for the pilot and then --

3 MR. SCATA: The flying pilot --

4 MR. GODBOUT: Okay.

5 MR. SCATA: -- does that, where the co-pilot
6 would call out the checks or say okay, verified.

7 MR. GODBOUT: Okay. So -- okay. That's
8 great.

9 MR. SCATA: If we were taking off to the
10 north, as they were yesterday, we taxi down. We
11 would have already picked up our clearance
12 before moving, whether calling Bradley or
13 getting them on the radio remote frequency here.

14 We -- I guess I'll step back. While
15 the plane is sitting, while it's running, we
16 would call for our clearance. We'd load the
17 FMS. We'd load the -- we call it perfinet
18 (phonetic), you know, load the temperature and
19 all that stuff to verify that the weight was
20 within tolerances for takeoff. We would load
21 the flight plan, verify it.

22 Both of us would check each other.
23 Whether I loaded it or he loaded it, we'd just
24 make sure that we knew once we were flying we

1 were going to get the right responses from the
2 autopilot. So we'd just look at legs from the
3 flight plan, if it was a departure procedure, to
4 have a chart open. There was no departure
5 procedure out of here, just an obstacle
6 clearance, obstacle (indiscernible) whatever.

7 We'd go up to the hold short line.
8 Everything was done at that point. Call Bradley
9 for our release. They would release us for
10 departure. If I was flying, I pulled the
11 aircraft onto the runway, lined it up with the
12 runway, centered the heading bug, verified
13 heading bug matched runway direction, bring the
14 power up. I would do what I call static
15 takeoff, hold the brakes, bring the power up.
16 Because with fade, it took three or four seconds
17 before you felt the engines spool up.

18 Once I felt that we were having all
19 power, release the brakes and Will would do the
20 callouts if he was pilot monitoring. In
21 reverse, if I was pilot monitoring, he was pilot
22 flying, I did the callouts.

23 So as I said, it was air speed alive --
24 or power set, air speed alive, 80 knot

1 crosscheck, V1, rotate. At V1 your hands come
2 off the throttles, go onto the yolk, and it
3 rotate. You take the aircraft off the ground
4 and pitch it for takeoff.

5 Auto pilot would be engaged at
6 400 feet. So at that point, as I was acting
7 mainly as SIC most of the time, positive rate
8 gear up, V2 plus 10, flaps up, (indiscernible).
9 And then when he was ready auto pilot. That was
10 our process.

11 MR. GODBOUT: Thank you.

12 MR. SCATA: Like clockwork every flight.

13 MR. GODBOUT: Was it any different if you
14 were flying right seat or he was flying left
15 seat? Like static run-up, everything was always
16 the same for both of you?

17 MR. SCATA: No. Will would do a rolling
18 takeoff. He was more comfortable with that.
19 And we had adequate runway here to do that. So
20 he'd pull the plane onto the runway. Once it
21 was centered up, it was almost a full stop but
22 he didn't hold the brakes.

23 MR. GODBOUT: Okay.

24 MR. SCATA: You know, he'd center it up,

1 center the heading bug, power it up. I would
2 watch, make sure there was no enunciations, no
3 cross-messages, no nothing. Once we start our
4 roll, I was monitoring; he was flying.

5 MR. MONVILLE: Andrew, anything or you
6 thinking?

7 MR. HALL: Just out of curiosity, what was
8 your typical V1 out of here?

9 MR. SCATA: I'm going to guess it was 90 to
10 100 knots. I'm guessing. I was racking my
11 brain all night and I'm a numbers guy. And I
12 would put the numbers in -- I would put the
13 stuff in to calculate those numbers. But --

14 MR. HALL: I understand.

15 MR. GODBOUT: And they change. They change
16 with the wind. They change with the gross
17 weight. They change with (inaudible).

18 MR. SCATA: We'd put the wind in if we knew
19 it. We definitely put the temperature in. The
20 weight was in the box because we put the total
21 weight of the passengers. It already calculated
22 fuel weight based on -- that was an electric
23 sensor in that box. We just made sure it was
24 set. So it was all done by the FMS. And it

1 would tell you if you were over; you know, don't
2 take off if you were too heavy, which we never
3 were.

4 MR. GODBOUT: I'm good.

5 MR. MONVILLE: I just have a couple.

6 Did you ever have an aborted takeoff
7 here?

8 MR. SCATA: I have never had an aborted
9 takeoff in that aircraft. Never had an engine
10 failure, never had anything go wrong in that
11 aircraft. That would create an emergency
12 situation. We had a fluctuating generator on
13 one flight. We got on the ground. We got
14 Cessna to come out and fix it. We never took
15 that plane off the ground if there was any
16 potential squawks that would have what happened
17 yesterday happen.

18 MR. GODBOUT: I'm sorry, I'm jumping in. It
19 went in for some maintenance work in Arkansas or
20 something, I guess for --

21 MR. SCATA: It went in for hot sections.

22 MR. GODBOUT: Was there any -- did you notice
23 anything different from after -- from, you know,
24 before that maintenance and after that

1 maintenance?

2 MR. SCATA: No.

3 MR. GODBOUT: Everything seemed exactly the
4 same?

5 MR. SCATA: We worked three hours in that
6 plane flying it back from Arkansas. And Will
7 was more cautious at that point -- I think I'll
8 call it my naivete -- I assumed if mechanics
9 were working on the plane, they did their job.
10 And he said just pay attention, this plane just
11 came out of major maintenance, we got to be
12 ready if something goes wrong. So there was a
13 heightened awareness for three hours.

14 MR. HALL: Right along with that, is Arkansas
15 where you normally took it for maintenance or --

16 MR. SCATA: For something major like that,
17 for a major inspection, RC Aviation would do
18 that or they would come here. They never came
19 here for this plane from what I remember. I
20 made, well, this trip and the trip before for
21 inspections.

22 Anything that came up as a squawk, we
23 would go to the nearest service center. We had
24 an auto pilot malfunction coming out of West

1 Palm. We didn't -- we basically turned around
2 there in West Palm, got our passenger, got
3 owner's wife off and said, you know, we're not
4 going to fly this plane without an auto pilot.
5 And we called the service center and they were
6 going to send a mobile unit out. But there was
7 availability in Orlando, so we flew it up to
8 Orlando and had that taken care of.

9 We had a generator issue with it on a
10 trip and we had that corrected. We left the
11 passengers -- and I forget where we went, which
12 service center we went for that. Actually, no,
13 they came on-site. It was the -- there's a
14 control module in the tail column that would --

15 MR. HALL: GCU.

16 MR. SCATA: GCU.

17 MR. GODBOUT: General control unit.

18 MR. SCATA: Yeah, yeah, that was failing.

19 MR. GODBOUT: Did they replace that or do you
20 know what they did?

21 MR. SCATA: They replaced that.

22 MR. GODBOUT: Okay.

23 MR. SCATA: Those are the only two things
24 that I recall ever happening that were not

1 normal maintenance. And TCAS, we had a TCAS
2 just recently and they took it to the service
3 center to replace the TCAS box.

4 And the only other thing that happened,
5 which was on the ground, is was one of the MFT
6 screens didn't power up one week before our
7 flight and we canceled the flight and got a new
8 MFT screen. Those are the ones I recollect.

9 As far as vibrations or anything like
10 that, after it came out of maintenance, nothing.
11 There was nothing unusual -- no CAS messages, no
12 enunciations, no unusual ITT, nothing like that.
13 No hung starts, nothing.

14 MR. MONVILLE: Okay. At Flight Safety, do
15 you know if you've ever had training on this
16 length runway for aborted takeoffs or problems
17 where you actually plugged in this airport, got
18 it up on the screen, and said, okay, let's do an
19 engine before V1 or anything?

20 MR. SCATA: We did those, but not in the --
21 not where they plug in 4 Bravo 8. The typical
22 scenario at Flight Safety Orlando was Memphis.

23 MR. MONVILLE: And how long is Memphis's
24 runway.

1 MR. SCATA: I don't recall. I'm going to say
2 it's 11,000 feet maybe. But the V1 cuts weren't
3 done halfway down the runway. They were very
4 good at surprising you. They were usually done
5 just prior to rotation.

6 MR. MONVILLE: Okay.

7 MR. SCATA: So -- or just prior to the V1
8 callout I remember. And then there was a V1 cut
9 and that was done multiple times. We were in
10 sim three -- at least three to four successions,
11 and it was the same.

12 So, yeah, the first day is the first
13 day and you make a couple mistakes and then
14 that's why we go there.

15 MR. MONVILLE: That's which the simulator is
16 for.

17 MR. SCATA: Right. You know, you didn't
18 react quick enough or you pulled the nose up too
19 fast or whatever. But that's what we trained
20 for. Will was right on. It was me like what
21 the fuck were you thinking of.

22 MR. MONVILLE: So is the Flight Safety
23 training, would you and Will go at the same
24 time?

1 MR. SCATA: Yes, we were on -- we were a crew
2 -- except for my initial, I was on my own and an
3 attempt to upgrade too soon. Me and Will went
4 as a crew two or three times at least because it
5 became once a year. And I think I've been
6 flying this plane four years. So I think three
7 of the four times Will was with me.

8 MR. MONVILLE: So do they put -- you know,
9 you swap seats; you in the right and him in the
10 left and then you do something and then you take
11 a break and you go --

12 MR. SCATA: Yes.

13 MR. MONVILLE: -- so you're observing all
14 this and --

15 MR. SCATA: Yep, two hours each side.

16 MR. MONVILLE: Yeah, okay.

17 MR. SCATA: These were four-hour sessions,
18 two hours him flying, I'm monitoring; two hours
19 I'm flying, he's flying in the simulator.

20 MR. MONVILLE: Okay. Can you clarify the
21 rolling takeoff? You mentioned that Will -- you
22 mentioned he wouldn't stop, like you'd do the
23 static --

24 MR. SCATA: He would stop but he wouldn't

1 have his feet on the brakes from what I recall.
2 So I wouldn't -- it wasn't like come whipping
3 around and go. It was come around the corner,
4 center the aircraft in the centerline and then
5 power up is what I recall.

6 MR. MONVILLE: And just to clarify that, I
7 mean, so the airplane is moving a little bit as
8 he's centering and --

9 MR. SCATA: It's at a crawl. I would say it
10 was a crawl to a stop. It wasn't -- it wasn't
11 feet on the brakes, power up the engines.

12 MR. MONVILLE: Uh-huh.

13 MR. SCATA: That was the difference between
14 the two of us.

15 MR. MONVILLE: Okay.

16 MR. SCATA: But we always rotated -- well,
17 I'm going to say about -- you had -- when it was
18 just he and I and full fuel, the nose was coming
19 up midway down the roadway, if I remember
20 correctly.

21 MR. MONVILLE: And just to piggyback on that,
22 so had you ever been in the airplane, you know,
23 you and Will and these two same people out of
24 here to the north and --

1 MR. SCATA: Not them two. But there was --
2 this was, I want to say, oh, it's probably going
3 back last summer. I would have to look it up.
4 But we came out of here with four people. I
5 believe it was Tim and Nancy and Nancy's sister
6 and brother-in-law. I would have to pull the
7 trip sheets. The four of us plus two pilots.
8 No difference in the takeoff procedures. And
9 Will would definitely be flying if the Havilands
10 were on board. He was left seat; I was right
11 seat.

12 Q. Uh-huh. And the reason I asked that
13 question, I'm just trying to get a sense for
14 those two people and Will. And I don't know how
15 much Mark's weight was versus yours. But fuel
16 load, I don't even know. But I'm trying to get
17 a sense of with those two passengers, where
18 would your plane normally rotate, you know, that
19 kind of thing. I don't know if you can answer
20 that.

21 MR. SCATA: I can't.

22 MR. MONVILLE: Okay.

23 MR. SCATA: Not factually.

24 MR. HALL: Typically when you only had two

1 PAX on board, they sat in the rear-most left and
2 right seats?

3 MR. SCATA: No. They sat in the -- so there
4 was the club seating.

5 MR. HALL: Yep.

6 MR. SCATA: So you have the first two facing
7 after. They would sit in the next row facing
8 forward.

9 MR. HALL: And then there was another
10 forward-facing seat behind that?

11 MR. SCATA: Yeah, which nobody would -- very
12 rarely anybody would -- there was never -- we
13 never -- it was very rare that that plane was
14 full, very, very rare.

15 MR. HALL: Two to four PAX most of the time?

16 MR. SCATA: Yes.

17 MR. HALL: Thank you.

18 MR. MONVILLE: And that helps me with the
19 seating. So this was two behind the flight crew
20 aft facing? Or can you tell me how --

21 MR. SCATA: The seating arrangement?

22 MR. MONVILLE: Yeah.

23 MR. SCATA: Okay. So there was a club seat
24 -- as soon as you walked onboard, there was a

1 bench seat that nobody every sat in.

2 MR. HALL: Side facing bench seat?

3 MR. SCATA: Yeah, facing the door. Then
4 there was the club seating; two facing aft, two
5 facing forward.

6 MR. MONVILLE: Okay.

7 MR. SCATA: Two more seats at the rear
8 bulkhead before the lav facing forward.

9 MR. MONVILLE: You know what, I may need you
10 to have to draw me a picture to make sure I'm on
11 the same page as you. How's that?

12 MR. HALL: I'm drawing it now.

13 MR. MONVILLE: Well, have him draw it.

14 MR. TOBIN: We're all drawing it.

15 MR. SCATA: You can draw it and I'll verify
16 it.

17 MR. HALL: You have to refresh my memory.

18 MR. MONVILLE: I want to make sure, you know.
19 I can get it, I can understand what you're
20 saying but maybe I'm wrong.

21 MR. SCATA: Then we have another cabinet.

22 MR. HALL: There's another cabinet here?

23 MR. SCATA: Yeah. The bench seat for two
24 people. This is the entryway. Door. Two seats

1 facing rear, two seats facing those.

2 MR. HALL: And then two more back here?

3 MR. SCATA: And then beyond this bulkhead was
4 a lav and a seat here, a ninth seat here. Yep,
5 closet.

6 MR. HALL: And a closet.

7 MR. SCATA: Lav.

8 MR. HALL: And I can probably get you a good
9 picture out of the -- out of the --

10 MR. MONVILLE: Well, it's good to know how
11 the airplane was configured at that -- on that
12 day.

13 MR. HALL: So one, two, three, four, five,
14 six, seven, eight.

15 MR. SCATA: Nine, 10, 11.

16 MR. HALL: Nine.

17 MR. SCATA: 11 with the flight crew, nine
18 passenger, two crew.

19 MR. MONVILLE: Did the lav have a lap belt?

20 MR. SCATA: No, it wasn't a seat.

21 MR. MONVILLE: Okay. Sometimes you can get a
22 lav --

23 MR. SCATA: No, this was not a certificated
24 seat. This was not a certificated seat. This

1 was the seat. This was the seat back there.

2 This was --

3 MR. MONVILLE: I see.

4 MR. SCATA: -- considered a lav seat, a lav
5 door.

6 MR. HALL: You got to really want to go bad
7 to sit in that seat.

8 MR. GODBOUT: No pun intended.

9 MR. SCATA: Let's put this way. When there
10 was -- we took -- so I'm trying to recollect --
11 Tim, his wife, his two sons and their children
12 the plane was tight. Everybody had a seat, but
13 there was one young probably child under two
14 sitting on somebody's lap.

15 But all the seats but this aft seat was
16 occupied and it was a tight plane. It wasn't --
17 you know, the majority of the time Tim and
18 Nancy, that was most of our missions, from
19 Boston to West Palm.

20 MR. MONVILLE: And, Andrew, you've got that
21 annotated if it's a forward or aft-facing seat?

22 MR. HALL: Yeah.

23 MR. MONVILLE: Okay.

24 MR. HALL: So when I draw that, the two lines

1 that's the seat back. And I can get that.

2 MR. TOBIN: Could we make that an exhibit to
3 the interview?

4 MR. HALL: Yeah, if you want to.

5 MR. TOBIN: It's always a good thing. It's
6 in the manual, too.

7 MR. SCATA: That's my exact recollection.

8 MR. HALL: When you make a copy of that, will
9 you make a copy of that for whomever?

10 MR. SCATA: Yeah.

11 MR. HALL: I just hope I spelled everything
12 right.

13 MR. MONVILLE: Do you have any interior or
14 exterior picture of the aircraft, recent?

15 MR. SCATA: Recent, no. I have an exterior
16 picture of the aircraft and a picture of the --
17 where I would show my friends I would sit on the
18 co-pilot seat. But they're old.

19 MR. MONVILLE: I would like just to see what
20 you have for the exterior picture.

21 MR. TOBIN: Sure.

22 MR. MONVILLE: Tom, I think that's for you.
23 No worries. I don't need it today.

24 MR. TOBIN: All right.

1 MR. SCATA: It's on my phone.

2 MR. MONVILLE: Okay. And then -- and the
3 process of flying with Will for three or four
4 years, whatever you have, have you ever had any
5 discussions about balance field length at this
6 airplane, this runway length, that airplane, any
7 concerns or have you briefed it, discussed it?

8 MR. SCATA: I think I brought it up once and
9 he said we have adequate runway here. Did I
10 ever calculate it myself, no. Are you referring
11 to a stop and go?

12 MR. MONVILLE: Yeah, you accelerating to --

13 MR. SCATA: I just want to make sure we're
14 talking --

15 MR. MONVILLE: Accelerating to a certain
16 speed, have a problem, identify the problem.

17 MR. SCATA: Stop.

18 MR. MONVILLE: Abort, come to a stop.

19 And some 135s, it doesn't say stop, it
20 says be at 35 knots or be at 20 knots or
21 something.

22 MR. SCATA: No, I know it just from my
23 multi-engine and initial training. I know what
24 you're talking. I just want to make sure we're

1 talking about the same thing. No, I never
2 calculated it myself nor did I ask him for a
3 calculation.

4 You know, the thing was we got the V1
5 so quick that we knew any -- our protocol is any
6 anomalies on V1 we were going and we were going
7 to Bradley because that would be the closest,
8 longest runway and it was due north. And a
9 majority of the time we took off due north. A
10 lot of that -- that plane was not used a lot
11 during the summer. And this part -- during the
12 summers when we get the southwest wind. And in
13 the fall, winter, spring, it's always out of the
14 northwest. Ninety-nine percent of the time we
15 were taking off on 02.

16 MR. MONVILLE: Okay. Well, do you have any
17 questions for me?

18 MR. SCATA: No.

19 MR. MONVILLE: Okay.

20 MR. SCATA: Just any information you can
21 share with me when you find something out, I
22 just would like to know.

23 MR. MONVILLE: Yeah, absolutely. So the way
24 the NTSB has, we have a group called

1 Transportation Disaster Assistance. And
2 Congress set this up that we -- that we must
3 interact with the immediate family before a
4 report is released. There is some times we get
5 in trouble because Interstate Aviation is not
6 immediate family, right, because that's our
7 responsibility -- because family members, we got
8 beat over the head because they say we weren't
9 keeping them informed. So they created this to
10 say you must tell family. Well, we do that and
11 we're very good about that. But it may not be
12 to Interstate Aviation. What I'm trying to say
13 is we will keep -- that's our responsibility,
14 right?

15 MR. SCATA: And then if you tell Lynn, I'll
16 be by her side.

17 MR. MONVILLE: Yes, so we will keep them
18 informed before a report is released. And there
19 is three reports: The preliminary, which I
20 produce; a factual, which I produce. And then
21 the final report is an analysis and it contains
22 a probable cause. And that's done by our
23 headquarters in Washington. I have no control
24 over that. That's done -- I don't know when it

1 happens. I could find out just like you would,
2 right.

3 MR. SCATA: Yep.

4 MR. MONVILLE: But my role is the preliminary
5 and factual. But, you know, we will brief the
6 families. We will tell them. We will give me
7 investigate follow-ups. And we will let them
8 know when reports are coming out.

9 MR. SCATA: Okay.

10 MR. MONVILLE: You know, I can't release --
11 if the CVR has anything, I can't release it. We
12 protect that until the investigation is closed.
13 That doesn't get released until at that moment
14 and nothing gets released until my factual is
15 done.

16 MR. TOBIN: Tim, will you be making
17 Interstate a party?

18 MR. MONVILLE: I don't know at this point. I
19 haven't -- I thought about it.

20 MR. SCATA: What do you mean by that?

21 MR. TOBIN: Party to the investigation is an
22 active participant in the investigation.

23 MR. MONVILLE: So what we do is we operate
24 off a party system. So we bring people in who

1 have expertise, not so much in the operation,
2 per se, but the aircraft, the engine, the
3 systems, whatever, components. So at this point
4 the FAA is automatically a party, as they are in
5 every investigation.

6 MR. SCATA: Yeah.

7 MR. MONVILLE: And we have Textron Aviation
8 is a party. And then because they're
9 Canadian-made engines, it's a -- we have a
10 process called the technical advisor. But Pratt
11 Whitney are technical advisors for the
12 investigation, who are keeping the engine
13 manufacturer in Canada apprised.

14 MR. SCATA: Yeah.

15 MR. MONVILLE: That's what we have at that
16 point. I mean, I would like to keep the
17 relationship open and cordial so if there are
18 any questions that arise that I don't know about
19 the operation, you know, I'll keep coming to you
20 and say, hey, help me understand this, I think.
21 Right. And I'll keep an open mind as to that
22 being an open question.

23 MR. TOBIN: Good.

24 MR. MONVILLE: But at this point, I'm just

1 trying to think of -- other than gathering
2 information, I don't know the expertise that
3 would help, you know, with the systems or the
4 aircraft, you know, and the engines, that kind
5 of thing in this phase.

6 So we'll keep that for now as something
7 I'll consider and I'll let you know.

8 MR. TOBIN: Okay.

9 MR. MONVILLE: Tom, anything?

10 MR. TOBIN: No.

11 MR. MONVILLE: Okay. So you got my card.
12 Hopefully, the data file you'll be able to email
13 me those recordings.

14 And going around the room, so nothing
15 else, Nick, you for us?

16 MR. SCATA: No.

17 MR. MONVILLE: Okay. Thank you. Thank you
18 for this -- you know, being with us at this
19 difficult time. And Mr. Hall?

20 MR. HALL: I don't believe I have anything
21 else.

22 MR. MONVILLE: Okay. And Kevin?

23 MR. GODBOUT: I don't, I don't have anything.
24 And my condolences to you because I feel very

1 bad for you.

2 MR. TOBIN: Kevin, you and Bill will get us
3 copies of those folders that were given to you
4 yesterday?

5 MR. GODBOUT: Yes, we'll get them back to
6 you. The whole thing will come back to you.

7 MR. TOBIN: Great.

8 MR. GODBOUT: We just need to go through them
9 and just get some --

10 MR. MONVILLE: And NTSB has a need for that.
11 So we all have a need for the same information.

12 MR. TOBIN: Well, I know. So you got to get
13 them copied.

14 MR. MONVILLE: Right, right. So we have to
15 come up with some method, you know. And rather
16 than -- just keep it going for now. Rather than
17 photo every page of every log, I would like to
18 maybe -- once we have a focus of the
19 investigation, maybe we can, you know, come up
20 with a plan to -- go ahead.

21 MR. HALL: I do have a question. With
22 regards to maintenance, were you guys on the
23 CESCO or CAMP system? Or were you --

24 MR. SCATA: Yes, yes. We are on CESCO.

1 MR. HALL: Okay.

2 MR. SCATA: And Will had the app, so he would
3 get alerted when things need to get done and he
4 would schedule them accordingly.

5 MR. HALL: So that might be something for
6 you -- the use of CESCO was originally
7 developed by Cessna Aircraft Company.

8 MR. SCATA: Yep.

9 MR. HALL: And we sold it to CAMP Systems.
10 And the owner of the aircraft actually owns the
11 data, so you're going to have to get permission
12 from somebody to allow CAMP or CAMP/CESCO to
13 release the maintenance records.

14 MR. MONVILLE: Yeah. So that would be the
15 holding company.

16 MR. SCATA: I don't even know who.

17 MR. MONVILLE: Brookhaven, right?

18 MR. SCATA: I don't know if we -- I know Will
19 had access to it. I don't know if it was -- I
20 never -- I don't know if it was a login. But
21 I'm pretty sure between him and the owner of
22 Connecticut Aircraft would have access to that
23 data.

24 MR. HALL: I just wanted to share with you

1 the process you're going to have to --

2 MR. MONVILLE: Yeah. So I can't just come to
3 you and say, hey, like we did years ago, give me
4 a copy of the latest run.

5 MR. HALL: You can't do that.

6 MR. SCATA: So you're with Textron?

7 MR. HALL: Yes.

8 MR. SCATA: Oh, I didn't know that. I
9 thought you were part of the NTSB.

10 MR. HALL: No, I'm Textron.

11 MR. MONVILLE: I'm sorry. So I said Textron
12 Aviation, Mr. Hall.

13 MR. SCATA: Yes.

14 MR. HALL: I work for Textron Aviation to
15 support him in the investigation with technical
16 data on the aircraft.

17 MR. SCATA: Okay.

18 MR. HALL: Where stuff is located, how things
19 operate, and those -- those kind of things.
20 That's my --

21 MR. SCATA: Okay.

22 MR. HALL: -- expertise for him.

23 MR. SCATA: Okay.

24 MR. MONVILLE: And then we have -- NTSB, we

1 have a power plants engineer on scene.

2 MR. SCATA: Yeah.

3 MR. MONVILLE: We have a major investigator
4 from AS10 who is on scene, should be right now.

5 MR. SCATA: Okay.

6 MR. MONVILLE: Right? We have two FAA
7 inspectors, Kevin and William --

8 MR. SCATA: Yeah.

9 MR. MONVILLE: -- who are there. And then we
10 have how many from Pratt? We have Doug plus two
11 more, right?

12 MR. GODBOUT: That he brought two more.
13 There is four Pratt guys.

14 MR. MONVILLE: And they're led by our power
15 plants engineer.

16 MR. SCATA: Are the engines intact?

17 MR. GODBOUT: Yeah. (Inaudible).

18 MR. MONVILLE: We're just beginning to pull
19 them out of the building or the area.

20 MR. SCATA: Okay.

21 MR. MONVILLE: They're beginning their note
22 process.

23 MR. SCATA: Okay.

24 MR. MONVILLE: So --

1 MR. TOBIN: Tim, could you share who power
2 plant and major investigation?

3 MR. MONVILLE: Sure.

4 MR. TOBIN: These are NTSB guys.

5 MR. MONVILLE: Power plant is Harry or -- I
6 call him Harry -- Reichel, R-e-i-c-h-e-l. And
7 AS10 is Saytha, S-a-y-t-h-a, Silva, S-i-l-v-a.

8 MR. SCATA: What does AS10 stand for?

9 MR. MONVILLE: So AS10, the NTSB is -- we
10 have a bunch of divisions. AS10 means major
11 investigations. So they're the go team.

12 MR. SCATA: Okay.

13 MR. MONVILLE: So they do all of the major
14 accidents. Saytha is here to get training or
15 mirror Harry on the power plant side of it.

16 MR. SCATA: Okay.

17 MR. MONVILLE: She's -- she has her
18 doctorate. She's -- she has been with AS10
19 about a year, I think. So she must be getting
20 some training in power plants from Harry.

21 I've worked with Mr. Hall for every bit
22 of almost 36 years, you know. You know, we
23 worked together on a couple of them a minute or
24 two. Kevin and I worked together, too, several

1 times.

2 MR. GODBOUT: And we've worked together, too.

3 MR. MONVILLE: So we got a good team
4 established. We've got a power plant engineer
5 who knows these engines intimately. We've got
6 four Pratt people who know the engines. So
7 we'll be inspecting them in detail.

8 I think they're going to West Virginia.
9 That's the nearest facility in the US that has
10 the capability. So we're going to do a detailed
11 inspection there.

12 And I think the next priority is to get
13 the CVR read out to make sure it captured the
14 event.

15 MR. TOBIN: And you want to speak to Lynn?

16 MR. MONVILLE: In a couple weeks whenever
17 time permits. And just her her interface with
18 Will, her brother, and the passengers before the
19 flight.

20 MR. TOBIN: And - -

21 MR. SCATA: I don't think Lynn would have saw
22 the passengers. I don't know if they came up
23 here. Usually they would go to hangar one where
24 the jet was kept and we'd get them out of the

1 car and bring them on board. That was the
2 process.

3 MR. TOBIN: Did you want to speak to anyone
4 else at Interstate?

5 MR. MONVILLE: Well, so I don't even know how
6 the tree of the company is set up. Right.

7 MR. SCATA: So I'm the president.

8 MR. MONVILLE: Right.

9 MR. SCATA: There are three shareholders.

10 MR. MONVILLE: Right.

11 MR. TOBIN: Zivorid, Z-I-V-O-R-I-D, if I
12 remember, known as Ziggy, Tomic, T-o-m-i-c, is
13 the other majority shareholder, and I think we
14 made him VP. He and I had have done -- have
15 partnered to buy -- we bought our first airplane
16 together and then we bought this business
17 together.

18 There is a 20 percent minority
19 shareholder that would have no relevant
20 information because he doesn't even live in the
21 country. So those are the -- that's the
22 ownership.

23 Lynn is treasurer. She's not a
24 stockholder. I believe -- and I have to check

1 the corporate minutes -- Will was still left on
2 as an officer from when his father owned the
3 business. He was not a stockholder.

4 From there, there's Lisa, who was
5 Will's sister, who worked in the front office.
6 Really nothing to do with the trip planning or
7 the jet. Phil Fredenberg, who I think you met.

8 MR. MONVILLE: I did. Out here?

9 MR. SCATA: Yeah. We hired Phil a year ago
10 to help with the daily operation because both
11 and I Ziggy have other businesses, even though
12 I'm here for some point during the day every
13 day, whether it's flying this jet -- or flying a
14 charter on my Cirrus Aircraft or teaching or
15 whatever or just making sure everything is
16 operating the way we want it to.

17 Other than that, we have our complement
18 of line people. Nate who is our primary line
19 guy, you know, five-day-a-week guy who handles
20 sampling of fuel. And then we have our
21 maintenance staff.

22 And then as far as the line people,
23 they're part-time office people and line people
24 that are here on weekends and after the normal

1 8:00 to 3:00 crew leaves. It's about 15
2 employees and then a complement of flight
3 instructors.

4 MR. MONVILLE: Okay. To answer your
5 question, Tom, did we get enough detail about
6 who fueled the airplane and that kind of thing?
7 Do we have enough --

8 MR. TOBIN: Bill has a lot of detail on all
9 that.

10 MR. MONVILLE: So we know who fueled it,
11 when, how much, what the fuel load was at the
12 time?

13 MR. TOBIN: And the fuel sampling.

14 MR. SCATA: Fuel sampling, all that stuff,
15 was done. It's part of our process here.

16 MR. MONVILLE: Okay. So to answer your
17 question with another question then, as part of
18 your -- as part of your fuel supply or protocol
19 in an accident, do they automatically test to
20 make sure that the fuel is Jet A and it meets
21 all the proper needs? Is that formal test being
22 done by Phillips or whomever?

23 MR. SCATA: It's been done and completed.

24 MR. MONVILLE: Is that just a specific

1 gravity test or is it a more detailed chemical
2 test of the fuel?

3 MR. SCATA: They reviewed our fuel sampling
4 protocol.

5 MR. MONVILLE: Okay.

6 MR. SCATA: They didn't actually come on-site
7 and sample it.

8 MR. MONVILLE: Okay.

9 MR. SCATA: So our fuel is sampled daily by
10 me and he documents it.

11 MR. MONVILLE: Uh-huh.

12 MR. SCATA: The trucks, I mean, he would -- I
13 could have him for Phil speak with more clarity
14 because I've never physically done it myself.
15 But there is a daily document and I think that's
16 what was shared with you and Phil.

17 MR. MONVILLE: Okay.

18 MR. SCATA: And that was sent -- the phone
19 call was made to Phillips and we sent them
20 whatever they needed to say that all our
21 protocols were in place. But there was no
22 sampling after the accident.

23 MR. MONVILLE: Okay. I mean, testing fuel is
24 700 to \$1,000 depending on the test you want.

1 And you hate to go down that path if there is,
2 you know, no suspected kind of thing.

3 You have other aircraft that were
4 flying that were fueled from the same truck?

5 MR. SCATA: Yes, there is a Cheyenne that
6 probably got fueled within a day or two. There
7 is a turbine helicopter here that's buying fuel
8 from us. I think -- I don't have the log sheet
9 in front of me. But there was fuel bought
10 within the same week, I'm pretty sure, of when
11 this jet was fueled.

12 MR. MONVILLE: From the same truck.

13 MR. SCATA: Same truck, same load. We have a
14 fuel farm and then we have a truck. So we have
15 an Avgas and a Jet A storage facility. And then
16 we have a Jet A and Avgas truck. And the Jet A
17 truck is always kept in hangar one because
18 that's where the jet was and other turbine
19 aircraft. And the Avgas truck was kept here.
20 And the people using those trucks would know the
21 difference. There would be no way it ever got
22 mixed up.

23 MR. MONVILLE: Uh-huh. Okay.

24 MR. GODBOUT: Have you guys fuel prissed?

1 MR. SCATA: Do I priss in the fuel?

2 MR. GODBOUT: Yeah.

3 MR. SCATA: I want to say it was negative.

4 MR. GODBOUT: Or is it on or off or do you
5 add it to it or do you fly with it or --

6 MR. SCATA: I know when we just -- when Will
7 did his fuel order, it was always negative so --
8 because that Citation had heated -- if I
9 remember my training right, the fuel stays
10 heated by the bleed air system.

11 MR. HALL: Some people use the priss for an
12 antimicrobial also to just keep the system in --
13 there is some fuel that comes with an additive
14 in it that is equivalent to priss. So --

15 MR. SCATA: I would have to check. I don't
16 know the answer to that question. We can ask
17 Phillips 66 and they -- he would probably know
18 but I don't know.

19 MR. GODBOUT: Sometimes there's a container
20 on the truck and you turn the valve on it and it
21 adds the priss to the fuel.

22 MR. SCATA: I'm not aware of anything.

23 MR. GODBOUT: Okay.

24 MR. SCATA: So I'm not aware of anything. I

1 don't know. That was one part of the operation
2 I really never got in involved in, even though I
3 own a fuel oil company.

4 MR. GODBOUT: Okay.

5 MR. SCATA: I guess I have enough fuel, I
6 didn't want to get involved in this side of the
7 business.

8 MR. MONVILLE: In the records we have, it
9 will the truck log --

10 MR. SCATA: Yes.

11 MR. MONVILLE: -- and have all the VIN
12 numbers that were fueled and the amount fueled
13 in them?

14 MR. SCATA: Yes.

15 MR. MONVILLE: So we can follow up. We can
16 look up a number --

17 MR. GODBOUT: Yeah.

18 MR. MONVILLE: -- call the owner and say did
19 you fly after this date, did you have any
20 problems.

21 MR. SCATA: Yes. All that detail is in our
22 fuel logs.

23 MR. MONVILLE: Okay. Okay. All right.

24 MR. SCATA: And our people that handle the

1 fuel have gone through formal training because
2 we had a 130 -- we had Cape Air that was going
3 to start scheduled trips here. So they had us
4 go to a level similar to what they call the -- I
5 forget the airport type, similar to like a --

6 MR. MONVILLE: 139, per 139 airports.

7 MR. SCATA: There you go.

8 MR. GODBOUT: I was going to say that, 139.

9 MR. SCATA: They asked us to get our people
10 trained to those standards. You know, they
11 definitely went through it and I believe the
12 other two boys that used the fuel trucks went
13 through it and that was documented.

14 MR. MONVILLE: Okay. I will circle back to
15 you now. So what else do I need? I'm sure at
16 some point, as this evolves as I -- it becomes
17 clear and cemented in terms of the operation,
18 I'll need to maybe talk to somebody and maybe
19 clarification. I think that's --

20 MR. TOBIN: Okay.

21 MR. MONVILLE: -- how we'll probably leave it
22 for now. I can't think of anybody that I would
23 have to speak to, as long as you say you've got
24 the fuel things documented. And if we know

1 exactly how much fuel, was it -- did they fill
2 the airplane? Do you know that?

3 MR. GODBOUT: I think so. I think it was
4 like a thousand six or something. Bill has got
5 all the numbers and the receipts and everything.

6 MR. SCATA: I would guess they went out of
7 fair full.

8 MR. MONVILLE: Why don't we do this, Tom.
9 Put an action item. Let's get a statement on
10 Interstate's letterhead formal, dated, signed to
11 me saying, okay, on this date I personally
12 fueled this tank, this tank, they were filled.
13 And we added -- you know, I know we're going to
14 have neat records. But, you know, there was a
15 pilot request, whatever, for fuel or whatever it
16 was. Okay?

17 MR. TOBIN: Uh-huh.

18 MR. MONVILLE: And just work on that in the
19 background. Okay? Seven to ten days if you
20 can. You can just scan it and make it a PDF to
21 me. Okay?

22 MR. TOBIN: Sure. And what you want is which
23 aircraft were fueled or do you want more detail?

24 MR. SCATA: I think he wants just the --

1 MR. MONVILLE: I want the accident airplane.

2 MR. SCATA: The 560 Alpha Romeo, what was the
3 fuel request, what was pumped in there, if I
4 understand his question.

5 MR. MONVILLE: Yes, yeah, right date, time.

6 MR. SCATA: It was a single-point refueling
7 system on that aircraft, so it wasn't done over
8 the wing.

9 MR. TOBIN: Good.

10 MR. MONVILLE: Perfect. And, again, as this
11 evolves, I'm sure, as I learn more about the
12 investigation or the sequence of the flight,
13 maybe I need to come back and I'll circle back
14 to you. Okay?

15 MR. TOBIN: The only other thing I expected
16 you to say was that you wanted to talk to Phil.
17 He saw the accident.

18 MR. SCATA: Well, he saw the plane take off.

19 MR. TOBIN: He saw the takeoff.

20 MR. MONVILLE: We didn't interview Phil yet.
21 Phil was out there. In fact, I talked to him
22 today.

23 MR. TOBIN: He has a recollection of a couple
24 of things that he saw. And then he was one of

1 the first ones at the end of the runway.

2 MR. MONVILLE: Okay. Well, is he available?

3 MR. SCATA: I can check. Do you want to
4 speak to him now?

5 MR. TOBIN: I think it would be a short
6 interview.

7 MR. MONVILLE: Okay. Yeah, that's fine.

8 MR. TOBIN: I'm just thinking it would be
9 helpful.

10 MR. MONVILLE: Yeah. I didn't know that he
11 was -- we interviewed two witnesses already on
12 the field. I wasn't aware that Phil was a
13 witness.

14 MR. SCATA: He was here. I mean, I learned
15 about he was the one who made the call to me to
16 get down here when this happened yesterday.

17 MR. MONVILLE: Okay.

18 MR. TOBIN: So we'll go off record and see if
19 Phil is --

20 MR. MONVILLE: What time is it? It's 1711.

21 (End of transcription.)
22
23
24

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) SS:

2 COUNTY OF LAKE)

3 I, Cheryl L. Sandeck, a Certified
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5 hereby certify that I reported in shorthand the
6 proceedings had at the taking of said audio
7 recording and that the foregoing is a true,
8 complete, and correct transcript of my shorthand
9 notes so taken as aforesaid, and contains all
10 the proceedings given at said audio recording.
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March 10, 2022

Timothy W. Monville
Sr. Air Safety Investigator
National Transportation Safety Board
45065 Bles Park Drive
Ashburn, VA 20147

Mr. Monville:

When I arrived at Interstate Aviation's facilities on the morning of September 2, 2021, upon entering the facility I exchanged "good morning" with a man standing in Interstate's lobby speaking with either Lynn Michaud or Lisa Driscoll. I did not know who the man was at the time, but later learned it was Mark Morrow. This exchange was approximately 60-90 minutes prior to N560AR taking off. I did not have any other conversation or interaction with Mark Morrow on September 2, 2021.

I did not speak with or have any interaction with William O'Leary on September 2, 2021.

Sincerely,


Phil Freedenberg 



March 18, 2022

Timothy W. Monville
Sr. Air Safety Investigator
National Transportation Safety Board
45065 Bles Park Drive
Ashburn, VA 20147

Mr. Monville:

I had interaction with both members of the flight crew on the morning of September 2, 2021. I work at Interstate Aviation in the front office / reception area and exchanged hellos with Mark Morrow on the morning of September 2 as he was waiting in the reception area for Will O'Leary. At the time I saw and spoke to Mark, Will was in the hangar doing pre-flight on the aircraft.

Will came to the front office and spoke with Lynn, and then he and Mark both left to go to the hangar.

I do not recall the time of these interactions.

Sincerely,

[redacted]

Lisa Driscoll

March 18, 2022

Timothy W. Monville
Sr. Air Safety Investigator
National Transportation Safety Board
45065 Bles Park Drive
Ashburn, VA 20147

Mr. Monville:

I interacted with both members of the flight crew on the morning of September 2, 2021. Will O'Leary came into my office at Interstate on the morning of September 2 to go over and collect the trip sheet for the trip that day and to generally discuss the trip. The discussion with Will lasted about 10 minutes. We talked like normal and hugged when he left. There was nothing unusual about my interaction him.

Mark Morrow was standing at the counter in the lobby of Interstate Aviation. I stuck my head out of my office to say hello to him that morning. There was no further interaction with Mark Morrow that morning.

Both interactions took place at approximately 8:10am on September 2.

Sincerely,



Lynn Michaud