

[N Federal Hwy]

1 TIM MONVILLE: On this call, we'll start with some
2 introductions. Then I'll explain a little bit about NTSB and the role. Then I'd like to ask,
3 Mr. Mendoza, I have a format that I'll be asking you some questions, and I'll ask you to
4 explain certain things. For this process, I will be taking written notes. I will type them up,
5 and I will send them to Mr. Mendoza and Mr. Russack for review and comment. Before we
6 go any farther though, Mr. Russack, I understand this call is being recorded. Is that correct?

7 TATE RUSSACK: That is correct.

8 TIM MONVILLE: Okay. And Mr. Mendoza, do you agree to
9 have this call being recorded?

10 ALEXANDER MENDOZA: Yes, sir.

11 TIM MONVILLE: Okay, great. Thank you. And the intention of
12 recording the call for the group is to have -- it will be transcribed. Mr. Russack will have
13 that occur and the transcribed record will be provided to NTSB which will be used for the
14 investigation and will be put into the NTSB public docket when the factual report is
15 released, so that's the intention. And one more thing, one more formality before we begin
16 the introductions. Mr. Mendoza, the NTSB is a Federal Agency mandated by Congress to
17 investigate transportation accidents. I am the NTSB investigator in-charge of this
18 investigation. The NTSB's role is to identify any issues and make corrective action. We are
19 here for safety only. We take no action against anybody, we have no authority to. But
20 everybody we speak to has a right to be represented. Are you being represented by Mr.
21 Russack?

22 ALEXANDER MENDOZA: [FOREIGN LANGUAGE]. Mr.
23 Russack is representing me.

24 TIM MONVILLE: Yeah, okay. Okay, so can you clarify, Mr.

1 Mendoza, what you said at the end? You said Mr. Russack is your representative and what
2 else did you say?

3 ALEXANDER MENDOZA: No, no, he's my -- he is represent to
4 me here in this interview and the all the issue for the accident.

5 TIM MONVILLE: Okay, wonderful. Thank you. For the
6 introductions, my name is Tim Monville with the NTSB. I'm associated with an office in
7 Ashburn, Virginia, and I'm the sole NTSB investigator assigned to this investigation. And
8 just for the record, my work phone number is [REDACTED] My title is Senior Air Safety
9 Investigator. Mr. Russack, would you introduce yourself please?

10 TATE RUSSACK: Yes. My name is Tate Russack. I'm an
11 attorney licensed to practice here in Florida. And then I'm also licensed in Maryland. I am a
12 reasonably well experienced aviation attorney. I represent Mr. Alexander Mendoza and
13 Vision Aviation who owns the aircrafts, the aircraft November 77, Victor Juliet, that
14 crashed September 9. And I'll be representing Mr. Mendoza and Vision Aviation
15 throughout this process.

16 TIM MONVILLE: Wonderful, thank you.

17 TATE RUSSACK: I'm sorry, my office is located in Boca Raton
18 at [REDACTED] Boca Raton, FL [REDACTED] and my office number is
19 [REDACTED]

20 TIM MONVILLE: Okay, just for my notes, Mr. Russack that was
21 [REDACTED] Boca Raton, and what's the zip code?

22 TATE RUSSACK: [REDACTED]

23 TIM MONVILLE: Okay, and is that where this is being -- is that
24 where you're physically located right now?

25 TATE RUSSACK: All three of us are physically located here

1 myself, Mr. Mendoza, and his son Diego Mendoza.

2 TIM MONVILLE: Okay, great. Thank you. Okay. Brad, if you do
3 -- do the honors for yourself, please.

4 BRAD MILLER: I'm Brad Miller. I'm the Manager of Air Safety
5 at Cirrus Aircraft in Duluth, Minnesota. My primary job is to assist the NTSB with
6 accident investigations.

7 TIM MONVILLE: And Brad, just for the record, what's your
8 work number?

9 BRAD MILLER: My work number is [REDACTED]

10 TIM MONVILLE: Okay, great. Thank you. And then Mr. LeSage
11 [PHONIC], please if you introduce yourself.

12 TERRENCE A. LESAGE: Certainly, my name is Terrence A.
13 LeSage. I am a Flight Test Pilot with Cirrus Aircraft. My title is Technical Fellow Flight
14 Test. I work in our R&D and engineering offices at in Duluth, Minnesota. My telephone is
15 area code [REDACTED]

16 TIM MONVILLE: Okay, great. Thank you. Okay.

17 TATE RUSSACK: I'm sorry, Tim. May I interrupt? Mr. LeSage,
18 can you just put your aviation credentials on the record so that it's part of all of this?

19 TERRENCE A. LESAGE: Yeah, certainly. I am relevant ratings. I
20 hold a ATP single engine and type rating in the SF50. I do have 1800 hours of flight time
21 approximately in the SF50 and SF50 derivatives. I was involved in the original
22 development and certification of the SF50 as well. My total time is 8000, just over 8000
23 flight hours. And I -- my medical is current and my SF50 type rating is current as well.

24 TATE RUSSACK: Thank you.

25 TIM MONVILLE: Okay. For Mr. Mendoza, well for everybody,

1 the NTSB operates on a party system and we bring -- and that's managed by the NTSB.
2 And every investigation, the Federal Aviation Administration is a party to every,
3 automatically, to every investigation and we bring expertise and participants. They have to
4 be full-time employees of the company and to make them a party and both these gentlemen
5 are. So, in this investigation the parties again automatically Federal Aviation
6 Administration and Cirrus Aircraft. And for the record, Brad, I'll lead you -- you will be the
7 Lead contact for Cirrus. If I need anything I'll come to you, okay. And the NTSB's role is
8 to investigate, find out what happened and why and how can we prevent it.

9 This interview is just one step of many that we are performing for the
10 investigation. I've also gotten other NTSB personnel obtaining weather information which
11 will be a weather factual report will be prepared. A vast -- an ATC subject matter expert
12 from NTSB who's obtaining ATC data Air Traffic Control data will be obtaining in the
13 plan as to have either radar or ADS-B light path plotted onto weather radar images. And
14 that's what we're doing thus far.

15 I will prepare a preliminary report, which is a two-page document that basically
16 explains the date, time, location and a brief synopsis of what we know at that point. And
17 then the second product that I will produce is a factual report, and that will be -- it can be
18 any number of times from six months to 12 to 18 months, depending on the complexity and
19 if there's any reports that are pending. And then that factual report will be published along
20 with the preliminary. And when the factual is published, a NTSB public docket will be
21 opened, and that will contain information such as the NTSB report that Mr. Russack I need
22 to send to you the transcript of this interview, any NTSB products that are produced and
23 factual information, pictures, etc. So, again, that will be sometime after, I don't have an
24 exact timeframe.

25 And then beyond the factual, the NTSB board will make a determination of the

1 probable cause based on the factual information provided and I'm not a part of that process,
2 and that happens sometime after the factual. So, I think maybe at this point I think it'd be a
3 good opportunity to let everybody know the status, the recovery of the aircraft. I spoke
4 yesterday with -- and for the group's information, the NTSB does not recover aircraft. In
5 this case, the insurance company is handling that, that handling the costs associated with it
6 and logistics, they're keeping me informed.

7 Speaking with the insurance adjuster yesterday, the Florida Department of
8 Environmental Protection has said that one of the possible plans to recover it entails putting
9 dirt into this marsh or wet area to do a land-based recovery, and the Florida Department of
10 Environmental Protection said no that was not possible in this case. So, now the insurance
11 company is coming up with a way to do an aerial recovery of the aircraft.

12 The intention, once that's out of the marsh is to have Cirrus and FAA present
13 because there are some key information we want the document and obtain for the
14 investigation. And then the wreckage will be recovered, I say wreckage I mean airplane,
15 sorry about that. But when it's recovered it will be taken to a secured facility and we'll do a
16 follow on examination there as necessary.

17 The insurance company thinks that the recovery can happen in about one to two
18 weeks, and again, we don't have a firm timeline yet, but that's what they're telling me. So,
19 that's what we know about the recovery. So, does anybody have any questions at this point
20 for NTSB?

21 MR. MENDOZA: No.

22 TATE RUSSACK: Tim, this is Tate Russack. Have you actually
23 been to the aircraft site?

24 TIM MONVILLE: No, I have not. So, for the group to
25 understand, the NTSB for an accident is a lead federal agency. We have -- in this case, we

1 have about 15 full-time investigators in our region that handle -- that are currently handling
2 32 states in 49 countries. So, we can't go to all of these events, but we are investigating. So,
3 I've given you more than what you asked for, but I wanted to explain how we operate as
4 well.

5 TATE RUSSACK: Thank you.

6 TIM MONVILLE: Yeah. Okay, so just let me catch up my notes,
7 32 states, okay. Okay, so for Mr. Mendoza, can you please give us your full name, your
8 current address, your date of birth, and if you have your pilot and medical certificate
9 information with you I'd like to have that please. Tell us that.

10 ALEXANDER MENDOZA: Okay. I am Alexander Mendoza. My
11 address is [REDACTED] Miami, Florida [REDACTED]

12 TIM MONVILLE: Okay.

13 ALEXANDER MENDOZA: I am a pilot, and my birthday is
14 [REDACTED] okay. I am pilot, instrument rating SF50 by rating, SF50 currently rating.
15 My name renewal is end of the year. My medical certificate is third class. What other
16 information you need?

17 TIM MONVILLE: Yeah, just to clarify. Did I hear your date of
18 birth of [REDACTED]

19 ALEXANDER MENDOZA: Yes, sir.

20 TIM MONVILLE: Okay, great.

21 ALEXANDER MENDOZA: [REDACTED] [REDACTED]

22 1965.

23 TIM MONVILLE: Oh [REDACTED]

24 ALEXANDER MENDOZA: Yeah.

25 TIM MONVILLE: [REDACTED]

1 ALEXANDER MENDOZA: Dieciseis, si senior.

2 TIM MONVILLE: Okay, gracias. With respect to your medical,
3 you mentioned a third class. I'd like to know the date of your last medical and if you have
4 any limitations.

5 ALEXANDER MENDOZA: Yeah, we have the most weird
6 corrective lenses. July 24, 2020.

7 TIM MONVILLE: Okay. Were you wearing corrective lenses at
8 the time?

9 ALEXANDER MENDOZA: Yeah, all the time.

10 TIM MONVILLE: Just bear with me, I'm just taking notes.

11 TATE RUSSACK: No problem, Tim.

12 TIM MONVILLE: Okay. So, -- and just for your awareness Mr.
13 Russack and for Mr. Mendoza NTSB does not have access to the FA database where pilot
14 data is stored. So, part of this is what I need for the investigation. Could you explain -- you
15 mentioned you're a private pilot. Explain your -- I need to know your certificate number
16 and the date of issue.

17 ALEXANDER MENDOZA: Okay, the certificate number is

18 [REDACTED]

19 TIM MONVILLE: Okay, thank you.

20 ALEXANDER MENDOZA: Date of issue is October 23rd, 2020.

21 TIM MONVILLE: Okay, thank you. And what address is on your
22 certificate?

23 ALEXANDER MENDOZA: It's the same like my home. [REDACTED]

24 [REDACTED] Miami, Florida [REDACTED]

25 TIM MONVILLE: Okay, thank you for that. Can you explain

1 when you obtained your initial pilot certificate and your initial instrument rating and your
2 SF50, can you explain that?

3 ALEXANDER MENDOZA: Yeah, we receive my private pilot
4 single engine line certificate February 7th, 2017 (2-0-1-7). My instrument rating August 8th,
5 2020, and my SF50 rating October 15th, 2020.

6 TIM MONVILLE: Thank you. And can you explain for the group
7 what your total flight time is and total time making model?

8 ALEXANDER MENDOZA: Yeah, okay. Total my flight is 800
9 hour and in the SF50 I have calculation now from my record, but it's around 250-280
10 hours.

11 TIM MONVILLE: Okay. And can you explain is your U.S. pilot
12 certificate based on a foreign certificate?

13 DIEGO MENDOZA: [FOREIGN LANGUAGE].

14 ALEXANDER MENDOZA: No, this is a U.S. pilot certification
15 original.

16 TATE RUSSACK: Can I just clarify something Tim?

17 TIM MONVILLE: Sure.

18 TATE RASCI: Mr. Mendoza, did you do all of your initial
19 training for the ratings you hold in the United States with an FAA instructor?

20 ALEXANDER MENDOZA: Yes.

21 TATE RUSSACK: Okay, thank you.

22 ALEXANDER MENDOZA: Yes. I enter first in a school for
23 Cessna Aircraft. And after this, I receive a promotion from Cirrus on both, a new Cirrus
24 SR22T high performance, and I take all my class in Cirrus SR22T for my private pilot
25 certificate in recognized and authorized Cirrus Pilot Training Center here in Florida. All

1 my class, all my certification is based on Cirrus training. Here in United States for SR22T I
2 sell my SR22 the last year and I accumulate in SR22 around 350 hour in this aircraft and
3 my private pilot in SR22 after I take my IFR training SR22T and after I moved to Nashville
4 to take my safe -- my rating for SF50.

5 TIM MONVILLE: Okay. I think I've got all of that. What was the
6 name of the facility in Florida that you received your training for the SR22?

7 ALEXANDER MENDOZA: This is Platinum Center and Mr.
8 Jack Boyd is the owner for this company. And when I received the training in 2017 the
9 owner for the company that we get all the training from him, Jack Boyd.

10 TIM MONVILLE: Okay, what is the name of that again, Mr.
11 Mendoza?

12 ALEXANDER MENDOZA: Jack.

13 TIM MONVILLE: No, the name of the facility.

14 ALEXANDER MENDOZA: Okay ---

15 TATE RUSSACK: Platinum Aviation.

16 ALEXANDER MENDOZA: Yeah.

17 TIM MONVILLE: Platinum Aviation. And what city and state is
18 that?

19 ALEXANDER MENDOZA: Miami Florida Opa-locka facility.

20 TIM MONVILLE: Opa, okay. For the group, Opa-locka is kilo,
21 Oscar, papa, fox-trot. And Mr. Mendoza, what is the name of the person there please
22 again?

23 ALEXANDER MENDOZA: The personnel training, Jack Boyd.

24 DIEGO MENDOZA: That's B-O-Y-D. It was Jack Boyd, B-O-Y-
25 D.

1 TIM MONVILLE: Okay, great.

2 TATE RUSSACK: And Tim if I can just interject something. Jack
3 Boyd is a CSIP which is a Cirrus Instructor Pilot, and he is also a check pilot for the FAA
4 DPE, something pilot examiner.

5 TIM MONVILLE: Okay, yeah. Okay, and Mr. Mendoza can you
6 explain where and when you receive your training in the SF50?

7 ALEXANDER MENDOZA: October 15, 2020.

8 DIEGO MENDOZA: [FOREIGN LANGUAGE].

9 ALEXANDER MENDOZA: We developed this in Knoxville,
10 Tennessee at a Cirrus facility, the exactly dated period of time. I need looking for my
11 logbook, give me a second please. October 12 is the beginning and we end October 15.
12 And after this we estimate SOE training October 19 and we finish the SOE October 23.

13 TIM MONVILLE: Okay, so please, if you could clarify the
14 training on October 12 through the 15, where was that at?

15 ALEXANDER MENDOZA: It's in Knoxville, Tennessee, in the
16 Cirrus facility training at Knoxville.

17 TIM MONVILLE: Okay. And that training was for the SF50, is
18 that correct?

19 ALEXANDER MENDOZA: Affirmative, SF50 training.

20 TIM MONVILLE: And at the completion of that training, what
21 was the outcome -- what was the outcome of the completion of that training?

22 TATE RUSSACK: If I can just explain that to Mr. Mendoza.

23 TIM MONVILLE: Yeah, please. Yeah.

24 TATE RUSSACK: After completing your training at Knoxville,
25 Tennessee on the SF50, did you pass the training?

1 ALEXANDER MENDOZA: Yeah.

2 TATE RUSSACK: Did you receive any specific ratings as a result
3 of that training?

4 ALEXANDER MENDOZA: Right, we receive the pass for the
5 trainee. We do the type rating check ride and we pass the check ride in the first opportunity
6 data check right. And we received the release to move to the SOE training. The SOE
7 training is a training that we develop with a Cirrus training pilot to fly. It's a program, it's a
8 several quantity of landing. And after this, they released to fly solo the aircraft.

9 DIEGO MENDOZA: So, the SOE training does not result in a
10 certification?

11 ALEXANDER MENDOZA: No, the certification end on October
12 15 with a check right.

13 TATE RUSSACK: So, that was a type rating that you received in
14 the SF50 on October 15?

15 ALEXANDER MENDOZA: That's right.

16 TATE RUSSACK: And then the SOE, what is SOE stand for?

17 ALEXANDER MENDOZA: Okay. The program after you type
18 rating for safety and more training for the pilot, basically, we are owner pilot, we are not
19 professional pilot. Cirrus has a program that one tutor fly with us and different kind of real
20 situation, landing, takeoff, weather evaluation, different time, but with the aircraft. And the
21 pilot training is in the right seat, okay.

22 TATE RUSSACK: So, when you did your initial training from
23 October 12 to October 15 that was all in a simulator?

24 ALEXANDER MENDOZA: Yeah, basically simulator and only
25 one fly for testing installer and maneuver, okay. All the training in the simulator.

1 TATE RUSSACK: Okay, so then you received your type rating
2 with simulator and one aircraft flight. And then you went on to the training in the aircraft
3 itself, which you called SOE training with an instructor where you sat in the right seat and
4 actually flew the airplane for three days and however many hours the training was.

5 ALEXANDER MENDOZA: Yeah, from -- in this case, from
6 September 19 after -- sorry. October 19 to October 23, basically five days. And we selected
7 the kind of airport, we decide. I am petroleum electro engineering, I decide the area in
8 Florida and the area in Texas, and so not in Colorado where we have operation for oil and
9 gas business. To take more practice and the common airport, we will be seeing the future.

10 TATE RUSSACK: So, during the SOE training you actually went
11 to the airports where you'll be flying -- you would be flying on a regular basis?

12 ALEXANDER MENDOZA: Yes.

13 DIEGO MENDOZA: And practicing common situations that you
14 would face.

15 TATE RUSSACK: Okay. Tim, back to you.

16 TIM MONVILLE: Yeah, so we got a little bit ahead of me. That's
17 fine. Okay, let me catch my notes up please. There may be a little bit of silence. Mr.
18 Mendoza, who was the SOE pilot that flew with you?

19 ALEXANDER MENDOZA: Travis Klumb.

20 DIEGO MENDOZA: That's Travis Klumb, last name K-L-U-M-
21 B.

22 TIM MONVILLE: Klumb, okay, great. Thank you. How many
23 hours total were the SOE flights and how many flights?

24 ALEXANDER MENDOZA: 17 flights (1-7) flights and total hour
25 is 15, 12 -- totally 30 hour, (3-0) hour, 30.

1 TIM MONVILLE: Okay, thank you. On any of the SOE flights
2 were you in left seat?

3 ALEXANDER MENDOZA: Okay, after the SOE and we are
4 starting on a special requirements for the insurance company, okay, and we fly all the rest
5 of the year is the condition for the insurance company. All of the year we've got SF50 pilot
6 rating in the right seat. When I end my SOE ---

7 TATE RUSSACK: So, the question Mr. Mendoza was during the
8 SOE training specifically, that 30 hours, was any of that time in the left seat?

9 ALEXANDER MENDOZA: All the time in the left seat myself.

10 TATE RUSSACK: During the SOE training?

11 ALEXANDER MENDOZA: Yeah.

12 TATE RUSSACK: Okay. I think that was your question Tim.

13 TIM MONVILLE: That it was. And so what I'll do is -- so when I
14 prepare my notes I'll ask the next question which was based on his answer. So, after your
15 SOE explain what requirements there was by the insurance company?

16 ALEXANDER MENDOZA: Yeah. The insurance company
17 required that I have to fly with a right seat pilot SF50 rating.

18 TIM MONVILLE: Okay, and how many hours was required?

19 ALEXANDER MENDOZA: No don't require any hour. Any fly
20 during 2020 we have to fly until the end of the year that finish the contract with this
21 insurance company with right seat pilot, safety pilot right seat SF50 rating.

22 TIM MONVILLE: Okay. So, after your SOE to the end of 2020
23 approximately how many hours and flights were made, approximately? How many hours
24 and flights were made with this right seat safety pilot?

25 ALEXANDER MENDOZA: 26 -- it's around 30, 35 hours.

1 TATE RUSSACK: And how many flights.

2 TIM MONVILLE: And approximately how many flights?

3 ALEXANDER MENDOZA: How many flights? 3,15 – 21, 22
4 flight approximately, Okay, 21, 22. We'll have to separate this from my logbook but it's
5 20, 21 fly for with a safety pilot.

6 TIM MONVILLE: Thank you. And what was the name of the
7 Safety Pilot?

8 ALEXANDER MENDOZA: We have the first safety pilot
9 Gabrielle Maestracci.

10 DIEGO MENDOZA: That's M-A-E-S-T-R-A-C-C-I.

11 TIM MONVILLE: And what was that first name?

12 TATE RUSSACK: Gabrielle.

13 DIEGO MENDOZA: Gabrielle.

14 TIM MONVILLE: I see, okay. And he is based out of where?

15 ALEXANDER MENDOZA: In Miami.

16 DIEGO MENDOZA: Opa-locka?

17 ALEXANDER MENDOZA: Yeah, he lives in Aventura, Miami,
18 Florida, close to Opa-locka, yeah.

19 TATE RUSSACK: Was there another safety pilot?

20 ALEXANDER MENDOZA: Guillermo Katz, he is the owner for
21 the Vision Aviation, November 77, Victor Juliet.

22 TIM MONVILLE: And I'm sorry that name was Guillermo, what
23 was the last name?

24 DIEGO MENDOZA: Katz, K-A-T-Z.

25 TIM MONVILLE: Okay, and can you explain his relationship

1 with the airplane? I missed that, sorry.

2 ALEXANDER MENDOZA: Oh, it's okay. We -- it's a long
3 history. We are both born in Venezuela. We are both Cirrus owner SF22. And in one
4 meeting and say, hey, you have a position for a SF50 why we going to buy the aircraft
5 chair and buy the aircraft. And we -- you used his position and bought the serial number 70
6 for the 77 Victor Julia. And we started the relation, we are owner for the 60% of the
7 company and Guillermo is the owner for 40% of the company. And we share 60% of the
8 use of the aircraft by year and he used it 40%. We used the aircraft for our company, to
9 business basically and share family business that's it, same like him, okay.

10 TIM MONVILLE: And what is the name of the business and what
11 does it do?

12 TATE RUSSACK: Hang on. Tim, do you want to know the name
13 of the business that owns the aircraft or the name of the business that Mr. Mendoza owns
14 that he uses the aircraft for?

15 TIM MONVILLE: So, I would say this, the latter. I know who
16 owns it but I want to understand if he's using it for a company business I'd like to know
17 what the name of that business is and what they do.

18 DIEGO MENDOZA: [FOREIGN LANGUAGE]

19 ALEXANDER MENDOZA: Okay. We, basically, I am an
20 inventor entrepreneur and develop technology for artificial intelligence for oil and gas. And
21 we visit different field, oil field in Texas and Colombia to evaluate technology basically
22 myself and some part of the engineering from my company fly for develop these. And my
23 other business that we have basically in Florida is a developer, new homes, and new
24 construction for here in Florida basically.

25 DIEGO MENDOZA: And just to clarify the aircraft is not solely

1 used for business for both for pleasure and business, it's depending on the requirement.

2 TATE RUSSACK: So, did that all make sense to you, Tim?

3 TIM MONVILLE: I heard some of it and the last question I didn't
4 hear from, I'm sorry, I forget your name, the son.

5 TATE RUSSACK: Diego.

6 TIM MONVILLE: Diego's.

7 TATE RUSSACK: He just said that it ---.

8 TIM MONVILLE: Diego did you say?

9 DIEGO MENDOZA: I just said just to clarify the nature of the
10 aircraft is not solely for business. My dad uses it for pleasure, for business depending on
11 the need at the time.

12 TIM MONVILLE: Okay, business okay.

13 TATE RUSSACK: What is the name of your business?

14 ALEXANDER MENDOZA: Okay, the name of my business is
15 BCPGroup Artificial Lift. This is the corporation as the owner.

16 TATE RUSSACK: So, Bravo, Charlie, Papa artificial.

17 ALEXANDER MENDOZA: BCPGroup Artificial Lift, Bravo,
18 Charlie, Papa.

19 TATE RUSSACK: Okay, Bravo, Charlie, Papa Artificial Inc.

20 ALEXANDER MENDOZA: Lift.

21 TATE RUSSACK: Lift.

22 DIEGO MENDOZA: Artificial lift, yeah.

23 TATE RUSSACK: Oh, I'm sorry artificial lift.

24 DIEGO MENDOZA: Yes.

25 TATE RUSSACK: I apologize.

1 DIEGO MENDOZA: No problem.

2 TATE RUSSACK: Is that a U.S. company?

3 ALEXANDER MENDOZA: It is a U.S. company?

4 TATE RUSSACK: In what state is it based in?

5 ALEXANDER MENDOZA: It's a Texas Corporation, and they're
6 over here in Florida.

7 TATE RUSSACK: Okay, is that helpful Tim?

8 TIM MONVILLE: It does. And what's the other name of the
9 company then?

10 ALEXANDER MENDOZA: Okay. I explained you the
11 operation, Vision Aviation LLC is the owner for the aircraft okay. But the company use
12 the aircraft is to the -- when we use the aircraft for business it is ESP International and
13 BCPGroup Artificial Lift, Inc. This is the two company that [INDISCERNIBLE] operation
14 here in U.S. and Colombia for all the oil and gas business that we have in the Americas.

15 TIM MONVILLE: Okay. Okay, so to recap, I know who owns it,
16 but when you operate it for your businesses it's either for, and correct me if this is wrong.
17 It's operated for either BCP Artificial Lift, or BCP International. Is that correct?

18 ALEXANDER MENDOZA: No, it's only all of -- because
19 BCPGroup Artificial Lift is the owner for all the operation international for the company,
20 they all will, okay. And we don't have share any -- we are the 100% owner for all the
21 companies for my family. I'm the founder for this company, okay. We use the aircraft for
22 BCPGroup Artificial Lift and we use the aircraft for ESP International, Inc. this two
23 company manage all the operation for all the companies in the Americas.

24 TIM MONVILLE: Okay.

25 TATE RUSSACK: So, it's BCP Artificial Lift and then it's Echo,

1 Sierra, Papa International, Inc.

2 TIM MONVILLE: That's right.

3 TATE RUSSACK: And BCP Artificial is the top-level holding
4 company. And sir, you're a software developer, is that right?

5 ALEXANDER MENDOZA: We develop software and hardware
6 for robotic technology for artificial intelligence to produce the new era for oil well that we
7 have there. It's malware, it's a less consumption well for carbon footprints, interesting
8 technology.

9 TATE RUSSACK: And you develop that?

10 ALEXANDER MENDOZA: We develop everything, the
11 technology, the manufacturing process, the implementation, the service. Now we are
12 developing a new -- the first new wells in United States with 30% less carbon footprint we
13 are starting with Chevron. I am very excited because the accident is complicated, but we
14 received from Chevron this week the release for the first five new wells changed the
15 history for the United States about the oil and gas production. This is very interesting, the
16 technology is.

17 TATE RUSSACK: And just for background, you have a PhD in
18 something?

19 ALEXANDER MENDOZA: Yeah, I am.

20 DIEGO MENDOZA: INDISCERNIBLE] he's an entrepreneur, he
21 graduated and went to work.

22 ALEXANDER MENDOZA: Yeah, I am electrical engineering, I
23 am petrol engineering. I develop PhD for develop technology in Switzerland.

24 TATE RUSSACK: Okay.

25 ALEXANDER MENDOZA: And after this I join for the market.

1 My company have 21 years old; 500 employees and we develop technology. We have
2 more than 10,000 wells running in the Americas with our technology, but this new era is
3 really our game changer philosophy.

4 TIM MONVILLE: And Mr. Russack just so you know, I may
5 need your help sorting this out later. I don't want to expand upon it any further here, okay?

6 TATE RUSSACK: Sure, okay.

7 TIM MONVILLE: But I appreciate that. Okay, so I'll ask the
8 question. After you completed the end of 2020, so beginning January of 2021 to now about
9 how many flights and hours in the aircraft?

10 ALEXANDER MENDOZA: From this moment on to now it's
11 around 200 hour.

12 TATE RUSSACK: And about how many flights do you think
13 there is?

14 ALEXANDER MENDOZA: How many flights? It's around 150
15 flights.

16 TIM MONVILLE: And just to clarify, that's 150?

17 ALEXANDER MENDOZA: 150 flights, 150 flights in around
18 225 hours.

19 TIM MONVILLE: Okay, thank you. And to clarify Mr. Mendoza
20 that was between January 2021 and the accident day is that correct?

21 ALEXANDER MENDOZA: Affirmative.

22 TIM MONVILLE: Yep okay.

23 TATE RUSSACK: If you all could please take a short break I'm
24 going to grab some water. Does anybody want to take like a five-minute bathroom break?

25 TIM MONVILLE: That's fine and then Mr. Mendoza again thank

1 you for your patience with this. And we're getting close to being able to tell your story so if
2 they need five minutes or more that's fine, I will stay on the line

3 TATE RUSSACK: All right, we're going to take five minutes.

4 [INTERVIEW PAUSED 00:52:14]

5 [INFORMAL TALK]

6 [INTERVIEW RESUMES 01:01:40]

7 TIM MONVILLE: Okay. Great, thank you. So, Mr. Mendoza
8 were you pilot in command for all of the flights between January 1, 2021 and the action of
9 flight covering the approximately 225 hours and 150 flights you mentioned?

10 ALEXANDER MENDOZA: Yes, sir.

11 TIM MONVILLE: Wonderful, okay. Thank you. To clarify,
12 when was your last training in the aircraft?

13 ALEXANDER MENDOZA: We received the last training on
14 November 2021. It's a recurrent training in Knoxville, Tennessee. It is a recurrent program
15 that we have to go every year to recurrent training from Cirrus facility in Knoxville.

16 TIM MONVILLE: Okay, and is that Northville, N-O-R-T-H-V-I-
17 L-L-E?

18 DIEGO MENDOZA: No sir, that's Knoxville Tennessee.
19 Knoxville.

20 TIM MONVILLE: Can you spell that?

21 DIEGO MENDOZA: Yeah, K-N-O-X and then ville, V-I-L-L-E.

22 TIM MONVILLE: Okay, thank you. Okay, and what was the
23 2021 training called?

24 ALEXANDER MENDOZA: Recurrent training.

25 TIM MONVILLE: Okay. That recurrent training, can you explain

1 if it was done in a simulator, in an aircraft, in both?

2 ALEXANDER MENDOZA: No basically, we can do on the
3 simulator and the Cirrus aircraft is effective that we receive the recurrent training 2021 in
4 the simulator complete and the evaluation in the simulator too because you have more
5 situation in the simulator that you don't have in the aircraft

6 TIM MONVILLE: Wonderful, thank you. Who was the
7 instructor, do you recall?

8 ALEXANDER MENDOZA: I can find but I don't remember in
9 this moment the instructor for this.

10 TIM MONVILLE: Okay, we can get those records from that
11 facility right Brad?

12 BRAD MILLER: Yeah, we can.

13 TIM MONVILLE: Okay. So, Mr. Mendoza, we'll get the records
14 from that facility, okay.

15 ALEXANDER MENDOZA: I can find -- I can look in for in my -
16 - because I lost my computer. But I see more easy for the Cirrus personnel find this because
17 they have all the record for our -- the pilots and the instructor, you know.

18 TIM MONVILLE: And Mr. Mendoza you're looking for that now,
19 is that correct?

20 ALEXANDER MENDOZA: No, no. no I cannot find now the
21 name of the instructor. I said to you like the Cirrus guys is more easy for them find all this
22 information.

23 TIM MONVILLE: Yes sir, that is easier. What format do you log
24 your flight time?

25 ALEXANDER MENDOZA: Flight plan or time?

1 DIEGO MENDOZA: Wait did he say flight plan or time.

2 TATE RUSSACK: Time. So, he wants to know do you put all
3 your flight time in a logbook or do you keep an electronic logbook?

4 ALEXANDER MENDOZA: I have in the electronic logbook and
5 in some period of time I moved to the physical logbook.

6 TATE RUSSACK: Okay, so both electronic and physical
7 logbook.

8 ALEXANDER MENDOZA: Electronic, yeah.

9 TATE RUSSACK: And what electronic logbook do you use?

10 ALEXANDER MENDOZA: We use a standard excel that we
11 have the logbook for the aircraft.

12 TATE RUSSACK: An excel?

13 ALEXANDER MENDOZA: An excel, yeah,

14 TATE RUSSACK: Okay, so Microsoft Excel?

15 ALEXANDER MENDOZA: Yeah.

16 TATE RUSSACK: Okay.

17 TIM MONVILLE: Okay great. Okay, if you could -- what was
18 the purpose of the act in this flight?

19 ALEXANDER MENDOZA: Okay. We have a basic meeting in
20 the afternoon for some land that we want to buy and after this we go for the Universal Park
21 for night event. And the intention is back to Miami in the next day.

22 TIM MONVILLE: So, I heard you say that was -- was that a
23 mixed business pleasure?

24 ALEXANDER MENDOZA: Yeah.

25 TIM MONVILLE: Okay. And who was on board and where were

1 they seated?

2 ALEXANDER MENDOZA: Okay. On board is a friend from
3 Venezuela, she is a tourist. She is a woman 46-year-old and her daughter for 16 (1-6) year
4 old. Okay, the woman 46 Mariela Alfonso is in the right seat, and Maria Molero in the
5 middle right seat.

6 TIM MONVILLE: Okay, let's go back to clarify. So, did you say
7 she was 43?

8 DIEGO MENDOZA: 46-year-old woman.

9 TIM MONVILLE: [INDISCERNIBLE]

10 DIEGO MENDOZA: 46, cuarenta seis.

11 TIM MONVILLE: Okay, 46. What seat was she in?

12 ALEXANDER MENDOZA: In the right seat. The compartment
13 seat.

14 TIM MONVILLE: What is her name?

15 ALEXANDER MENDOZA: Mariela Alfonso.

16 TIM MONVILLE: Is she a pilot?

17 ALEXANDER MENDOZA: No.

18 TIM MONVILLE: Do you know how her name is spelled, and if
19 so, can you spell that for me?

20 DIEGO MENDOZA: Yes sir, it's M-A-R-I-E-L-A, that's the first
21 name Mariela. And the last name is A-L-F-O-N-S-O, Alfonso.

22 TIM MONVILLE: Alfonso, 46 years old, in the right seat,
23 correct?

24 DIEGO MENDOZA: Yes.

25 TIM MONVILLE: Non pilot from Venezuela.

1 DIEGO MENDOZA: Correct.

2 TIM MONVILLE: Okay, and who else was on board?

3 DIEGO MENDOZA: In the backseat a 15-year-old teenager, her
4 name is Maria, that's M-A-R-I-A, last name Molero that's M-O-L-E-R-O also from
5 Venezuela. It's a mother and a daughter.

6 TIM MONVILLE: Yeah. What seat was she in?

7 DIEGO MENDOZA: In the right passenger?

8 ALEXANDER MENDOZA: Yeah, the right passenger, the
9 middle right seat.

10 TIM MONVILLE: Okay. So, I'd like now this is the biggest part
11 of what we need from you, and I'd like you to think about this very carefully. I would like
12 you to explain for the group all the pre-flight planning, preparation pre-flight and what
13 occurred during the flight from takeoff – backing up from pre-flight to accident what
14 occurred. So, I'd like, again, I'd like you to explain to us any kind of pre-flight briefing or
15 information you obtained, when and by whom, explain when you arrived at the airport, any
16 pre-flight you did. And explain for us the flight from taxiing to accident. And we will not
17 interrupt, and I will just be taking notes, and this will be recorded and then I'll follow up
18 with questions after you complete your story.

19 ALEXANDER MENDOZA: Okay. We are talking first the flight
20 planning. We are starting the flight planning, basically starting to unrated weather the day
21 before. When we typed in to review the flight the day before about the route, there are
22 some practice for TFR, not TFR active but there are some TFR around the East Coast for, I
23 think, is aerospace launching rocket or something like that. We say okay we -- the first
24 flight plan recommend for fly the day before through this area more to the east. And the
25 day of the flight in the morning we are starting to review the forecast because the day

1 before the forecast is complicated and the day for the Friday the forecast look better around
2 between 11, 1:00 p.m.

3 We starting to select the other route, that the route that we have is more directly
4 because we have [INDISCERNIBLE] and we can join with a waypoint transition to the
5 arrival directly to Kissimmee. I feel this is the best way we have Flamingo one the part two
6 waypoint transition and then waypoint transition to arrival in Kissimmee. It's basically the
7 more easily you connect the part with arrival directly from Opa-locka to Kissimmee.

8 We evaluate the briefing from ForFly in additional we evaluate the weather
9 briefing from Clime. We have the secretion the full information secretion from NOAA. It's
10 a Clime application and they give for you a more continuum forecast weather from
11 basically two days, and you can select the more close between the next one hour the next
12 two hours something like that. This is the source that we use for briefing ForFly and Clime
13 from NOAA.

14 When we arrive to the airport, we are starting to evaluate the flight plan
15 evaluate the weather in the route. And we selected the route and starting to depart between
16 1:00 and 2:00 pm. After we started a pre-flight during the morning from my house to the
17 airport, we called to the senior tour OPF operators and said we evaluate the fuel and we
18 required for the fly around 75 gallon for the input 70 gallons. When we arrived during the
19 pre-flight it is a very common with me in my skill that evaluate the fuel quantity. Basically,
20 when you don't have clear weather and more when you fly here in Florida that basically
21 you have a lot of Class B airspace and you need -- you have a heavy traffic basically in
22 Opa-locka and Kissimmee and Tampa something like that, but in this case Opa-locka and
23 Kissimmee which is important to take the right fuel.

24 And when we evaluate the fuel in the aircraft they said they put 70 gallon but
25 they don't have the complete 150 gallon for this fly, because when you require 70 gallon

1 more minimum than the fuel that we require for the complete flying route. And I talked
2 with operators and say okay we are now busy because we have a lot of aircraft here, you
3 have to wait several minutes to put fuel. We wait around 40 to 45 minutes to put the
4 complete fuel, 50 gallon more and we put a total 154 gallon. This is the -- that we filed.

5 And after we put a gallon 155 gallon we started to fly in the fore flight and we
6 selected the route that we are connected the depart with arrival Flamingo 1 we arrive to.
7 And after this we prepared the aircraft to the loggers and file the flight plan. Of course, we
8 develop all the pre-flight again because some cases the -- for some experience that the
9 Cirrus training us basically the operator for fuel can take some damage for the AOA. We
10 were at the aircraft again complete around the pre-flight again and we are starting -- we
11 start the engine with the EPU unit. And after the EPU unit ruining the aircraft we start to
12 verify the seatbelt use and start the passenger briefing.

13 Basically, this two person fly with me several times but for all the passenger
14 we'll repeat all the time the passenger briefing. Basically, the parachute introduction, the
15 emerging areas and if I have some problem with my physical, how we can land in safety
16 with a parachute, what is the exit. For my rules everybody used the seatbelt all the flight
17 [INDISCERNIBLE] all the time the person fly with me use the seatbelt basically show
18 them where are the finger is there are some issue for this with us basically than this.

19 And in this case we have light volt inside the aircraft in the backseat. That's it.
20 We develop this and after we develop the check everything inside the aircraft all the
21 procedure initialization and all the pre-flight tests and the flap, the trim, all the procedure
22 before require the clearance. And after we evaluate the aircraft have in perfect condition
23 and everything working very well. We review again but now for flight, the route, before
24 start to require the IFR clearance. And in this moment, we evaluate the route and the
25 weather again before request IFR.

1 We request IFR in Opa-locka. They give me the clear IFR in the same route that
2 I selected 16,000 feet in the route mentioned before Flamingo 1 departure right to arrival
3 both waypoint transition. We received a clearance give me the chart or the clearance in the
4 computer for the iPad and for the system in the zero-navigation system verify all the
5 weather the net route is working, open the window to the complete route to verify the flight
6 plan and the maps. And we identify the weather, and we are starting to request taxiing to
7 the wrong way 27 right is active in this moment in Opa-locka. With taxiing, November
8 [INDISCERNIBLE] with the ground operation. When we taxiing, they said okay wait
9 [INDISCERNIBLE] 27 right, wait for clearance Miami center. We [INDISCERNIBLE] 27
10 right and in this moment, they say okay same for tower. We are released now complete
11 release to do IFR plan that will give me the takeoff.

12 With the 300 hearing I remember, 300 hearing clear for takeoff, 300 hearing.
13 And we departed away without problem anything. We rotate 90 knots maintaining over the
14 runway and towards in the runway turn right to [INDISCERNIBLE] change to Miami
15 approach and we are starting the procedure Miami approach. Put 3000 in few minutes
16 4000, 6000, changed for that approach. In this case they gave me around, I think, 8000,
17 give me a second. Yeah, the maintenance continued climb 6000, 8000 and change to
18 Miami Center. Miami Center say well go directly to 16,000. We established in 16,000. In
19 16,000 then we go to -- going with Alonso [PHONIC] and after Alonso Flamingo is the
20 next waypoint from Alonso. And from Flamingo they said climb to 17,000 final altitude for
21 your route.

22 So, I said okay flying to 17,000 we inclined in. After [INDISCERNIBLE]
23 before -- give me a second because I have here, yeah before [INDISCERNIBLE] required
24 the aviation to the right thing between 10, 15, 20 degree and so okay we are clear to the
25 aviation to the right, when you are available go to rights okay. We go to the right over the

1 time they try here okay, more or less we with the departure around 4000 we enter in clouds
2 but no rain, it's a short period of the time. The other clouds that we cross important is in
3 8000 cloud during the 8000 climb but all the clouds that we crossed don't have any danger
4 condition. So, the [INDISCERNIBLE] basically don't have anything, you know, only
5 [INDISCERNIBLE]. It was not complicated flight for weather during all the route.

6 Of course, when we require the aviation before [INDISCERNIBLE] in the route
7 there are critical conditions for weather over [INDISCERNIBLE] but never we require the
8 right and the aviation and they give for us the right aviation. We don't have any turbulence
9 during the route. We don't have any turbulence during the route. And after this, they tried
10 to give me how we can join with [INDISCERNIBLE] to start the arrival procedure to
11 Kissimmee. They say okay the same 11,000 okay, we're starting the same 11,000 for 1000
12 feet we verify the 80s in Kissimmee. In this moment it's a light rain and broken 4600
13 broken 3800 they give for us two broken information clouds. I say okay, I am broken 4000
14 then after they send to right and of course we have to find clouds.

15 Other important point during the starting to the arrival right to either we
16 evaluate with this the wrong way available is 1-5, okay. They active wrong way is the ILS
17 1-5 no PAPI in the 1-5 is the warning in this runway in this moment okay. I don't have
18 PAPI, I evaluate all the ILAs I chart all the ILA for 1-5 and all the time I never enclose it
19 with a visual. And you can take all my record in fly in IFR all my fly is in IFR and all my
20 fly all the time I require ILAs or airline.

21 It is very difficult. I think never, maybe one time in the 150 flight
22 [INDISCERNIBLE]. All the time I go to that. Basically, in this kind of airport for example
23 you don't have PAPI is whether you can take the complete procedure for approach for the
24 runway. And in this case, I know the 1-5.

25 When we start to descend --when we had start to descent the arrival right to the

1 controller the ATC said there are heavy rain expected heavy rain in Kissimmee heavy rain
2 in Kissimmee. Do you have some haul of aviation to other airport? I said no. We continued
3 to Kissimmee. If you can give me clear for the approach, we continue to come to
4 Kissimmee. Immediately the Miami Center change to Orlando approach and Orlando
5 approach said cross right 8000 expect a AirNav 33. Basically, one minutes ago we have in
6 the 80s AirNav 15. Now he changed for AirNav 33. I started to evaluate the condition for
7 AirNav 33 clean all the approach that we know before starting to the briefing for AirNav
8 33 okay.

9 All the minimum setting for the AirNav 33 is I find LPB request for my aircraft
10 and we charge AirNav 33 with a minimum for AirNav 33 and continue the procedure for
11 the arrival right to. They said the same, cross right 8000 basically around more than 8000
12 and the same 6000 and they changed to other Orlando approach. We have a thunderstorm
13 not over the airport but there are in the left side on my route. And I say okay, give me --
14 what is the next condition for the airport? And they respond to me, clear for the AirNav 33,
15 expect [INDISCERNIBLE].

16 When we start to the same after they write they said expect AirNav 33 in
17 Kissimmee, go heading direct to [INDISCERNIBLE] the same 6000. I start to
18 [INDISCERNIBLE] we have chart in this moment what we call is the flight plan the
19 AirNav 33 and when we are starting to descent, they changed for the other approach
20 Orlando approach and the Orlando approach said we are clear direct to
21 [INDISCERNIBLE] 2000 clear for the AirNav 33 secured to land 24. This is the last
22 operator give me 24. I said the condition that you give me a 24 is the wing there are
23 [INDISCERNIBLE] 270 I remember the direction for the wing and I say okay now I
24 understand 24 because we need a fly is better runway condition 24 because the wing is 270.

25 [INDISCERNIBLE] but this is in the same direction basically for the runway it

1 is no across way. I said, okay, and they said me talk with a tower about if you have secured
2 to land 24. Okay, well they said secured to land I start to change the minimum for the
3 aircraft. And now we've all set in 2000 direct to AXMEB programming the Nav to
4 AXMEB and cross with a VNAV AXMEB 2000. And I navigate AXMEB 2000 the same
5 2000 to achieve AXMEB 2000 and they say to achieve AXMEB 2000 [INDISCERNIBLE]
6 to join with AirNav and starting the IAF AXMEB is the third point before
7 [INDISCERNIBLE]. Okay, in this moment our speed is around 150, 160 something like
8 that. It is at the same speed. I use the power to 30% less than 30% maybe 25% to a starting
9 to achieve with a right speed 2000 AXMEB.

10 When we and after this we are starting to change and evaluate the minimum for
11 secured to land 24 is around 700 feet changed from 332 this is the LPVR NAV for the 33
12 to basically more safety altitude 700 for secured to land 24. When we are starting to load
13 the minimum for secured to land 24 based on the AirNav 33 the aircraft in this moment we
14 don't have any rain. We don't have any -- of course it is not clear it is not sunny day but we
15 don't have any clouds in this moment because when we the same below 6000 the forecast
16 for broken 4500 or overcast 4500 this moment is clear below 4500 everything is clear.

17 And so okay everything is clear I know that it rained over the airport that soon
18 the storm is passed away for me is in the left side and we are clear to the 33. We are
19 starting to the procedure for the 33. When we crossed AXMEB and for direction to the
20 runway 33 the aircraft is starting the warning and said air speed. I said why airspeed
21 because I don't have any flap, I don't have any gear down. We have around 150 knots and
22 when we're scanning the altitude is around 2500, 2800, and the speed is 105 knots. I said
23 105 knot is not common, this is the speed for the configuration in this part of the process
24 for the approach. I put more power scanning the attitude indicator, put more power. The
25 altitude indicator is okay put more power and it said airspeed, airspeed.

1 In some condition when we have airspeed in this aircraft and you put a little
2 quantity of power and you are the same do recovery the speed immediately. And you put
3 power the standard power 10%, 15% more and don't recovery the speed. I am scanning
4 again. We are the same [INDISCERNIBLE] the speed I don't understand why we don't
5 recover the speed. Okay we put more power and when we put more power maintain the
6 warning airspeed, airspeed, I said why, and in this moment the altitude indicator is starting
7 to turn to the right. I say okay, I put a little more power and evaluate a little more power
8 more to that I say no, I go to the hand fly because the autopilot don't have control for this
9 aircraft.

10 I don't want bad to the right side. I need to go straight to the runway. In this
11 moment I say okay I called to the tower to go around because sorry, sorry before these
12 would cross us they said to us contact tower and we contact tower and the tower configured
13 33 secured to land 24. And he said me when you see the runway we're starting the clear for
14 24. I said okay I call you when I clear when we have runway inside.

15 But this is a few seconds you know, it's when we're talking with the tower we
16 fill it up with a tower starting with this procedure I said I don't talk with a tower I need
17 control the fly I need fly the aircraft because this aircraft is not flying in this moment. And
18 turned more the attitude I released the autopilot to give a hand fly. I started to put to the left
19 to recovery and [INDISCERNIBLE] the altitude not recovery and is like amazing power in
20 the control is a power that is you don't have -- you don't have control of the power for the
21 joystick, and we put to down to recovery more speed and we cannot [INDISCERNIBLE].

22 In this second my laptop and my phone is not jump, it's like levitation. The
23 equipment jump and maintenance floating and I said in this moment we don't have control
24 for this flight. The altitude indicator is more than 40, 50-degree inclination. I never rate the
25 speed I have the speed I have the altitude I said to the person the passenger I said okay we

1 open the parachute because for our training for the parachute the mechanical move for the
2 body inside the simulator is complicated you know it's no easy condition, because I need
3 that person understand what is the situation that we take in the few seconds and after open
4 the parachute.

5 We opened the parachute we are starting to close to the tower November 77
6 Victor Julia deploying the parachute November 77 Victor Julia deploying the parachute.
7 We identify the area to land with a parachute and we see some house and some like swamp
8 area and so okay we have the house, we have the electrical, we have house of course we
9 have the electrical and network and we have to be careful about the electrical, we are right
10 on the electrical or in the swamp is other condition.

11 In this moment I try to call to the tower, the tower never respond anybody
12 respond our call. And then I start to concentrate to put the power back basically we don't
13 have power in this moment and closed the fuel tanks to cut the fuel and in this moment, I
14 started to talking with -- because in the first condition I need for the Cirrus guys in the
15 future. When you open the parachute, it is impossible to continue the procedure because the
16 rocket and all this condition it's very complicated move. After our deployment is complete
17 with deployment of the parachute then the last memory, they have the altitude is around
18 2500 feet. It's very fast. And when we open the parachute, an assistant said to you that
19 parachute is opened. It's only like a feeling that you are the same, it's low but it's too fast.

20 The fuel I explained to the passenger, remember this is the best egress for the
21 aircraft, this is your principal egress is a condition and in few seconds, we go to the land.
22 We are of course impressive with the land, the land is heavy, it's not soft land, it's very,
23 very heavy land. We are impact with the land and in this moment, I said okay we are few
24 seconds -- maintenance don't move because we don't know the reaction for the parachute.
25 And I think this saved our live because the parachute flip the aircraft to the swamp and we

1 have to the curving invert position, it's invert position. And in this moment like a hole for
2 some tree and the parachute try to move the aircraft either connect my seatbelt, either
3 connect the passenger the Mariela seatbelt. I of course, when I connect the seatbelt my
4 head goes directly to the wing, to the windshield and Mariela the same case.

5 I think [INDISCERNIBLE] only for the Cirrus guy, the cabin saved my life. I
6 can move inside the cabin. I am 300-pound guy and around six feet and I can move in the
7 cabin like a baby. I can move I can back to put the seatbelt off to the passenger right. I can
8 move from my seat to the back. I don't have any problem to egress the aircraft. Of course,
9 we have after this other wing with a parachute put the aircraft in the right position, okay, in
10 the standard position. I can put the seatbelt off to Maria Molero, easy to open the egress
11 exit.

12 She jump without problem to the aircraft, myself to the aircraft in this moment
13 because for me it's more easy to Mariela to put out the wing -- put the aircraft more or less
14 20 meters more from me I thrown in there inside the swamp. I pick up Mariela and put out.
15 In this moment when pull Mariela to put out really the wind increase and put more and
16 more like five meters or 760 meter from us. And in this moment I tried to go back to the
17 aircraft to pick up my phone to call the 911 or some authority support to us. And when we
18 are starting to back to the aircraft, the neighborhood guys arrive to the area they say we
19 called now the 911 that is coming. You don't need looking for anything in the aircraft we
20 can support you. I said, okay, I stay here.

21 After this, arrived the first police guys, everybody fire rescue all the authority
22 and very -- really fast, maybe 5 to 10 minutes after we egress the aircraft 10 to 15 minutes
23 something like that. Maria Molero is the third passenger 15 years old [INDISCERNIBLE]
24 it is amazing of course I have some -- I don't hold any to that because I live working on the
25 area but Mariela have a pain in the right leg. They have to -- the rescue have to put some

1 [INDISCERNIBLE] inside the area and all three go to the ambulance to the
2 [INDISCERNIBLE], clean our body for fuel and review everything our body different
3 kinds of exam.

4 Maria Molero released basically at noon 12:00 p.m., Mariela released 1:30 p.m.
5 without any [INDISCERNIBLE]. For me they give more condition, because I have like
6 [FOREIGN LANGUAGE]

7 DIEGO MENDOZA: Yeah, like a -- oh and a concussion, hospital
8 concussion.

9 ALEXANDER MENDOZA: Yeah, they give for me more exam
10 because I have concussion in my head. But I don't have any issue for the concussion, and
11 they released follow three -- they releasing myself at around 4:00, 5:00 am on Saturday.
12 This is it, okay.

13 TIM MONVILLE: Wow. That's a lot of great information. And I
14 have a lot of questions to follow up that maybe my notes could not keep up with. But what
15 do you think for everybody, would this be a good chance to take a break? I mean, I hate to
16 do this, but I have some questions I want to clarify and I'm sure Cirrus does. And we've
17 been at this about an hour since we got back. So, what do you think of a break?

18 TATE RUSSACK: You can take a break? Are you okay?

19 DIEGO MENDOZA: Well, whatever you guys want. I'm cool
20 with break.

21 TATE RUSSACK: Yeah, let's take a five-minute break.

22 TIM MONVILLE: Okay wonderful. Great, thank you. So, then I
23 will stay online and when you come back, I'll be here.

24 ALEXANDER MENDOZA: All right, sounds good.

25 [INTERVIEW PAUSED 01:54:00]

1 [INFORMAL TALK]

2 [INTERVIEW RESUMES 02:00:11]

3 TATE RUSSACK: Hey, Tim we're back on. You're looking for
4 the rides to R-I-D-E-S to and it should be a KISM.

5 TIM MONVILLE: I got it yeah, okay. Rides to, okay, call
6 resumed, 13:05. So, thank you. That was a lot of good information. So, for -- and we're still
7 recording correct?

8 TATE RUSSACK: We are.

9 TIM MONVILLE: Wonderful, okay. And I know Cirrus is still
10 on. So, you clarified it was the ride to standard terminal arrival. Correct?

11 ALEXANDER MENDOZA: Yeah.

12 TIM MONVILLE: Okay. So, my questions and it may not be in
13 order of a sequence after what I have written down. So, could you explain again from
14 whom you've got your weather briefing from and if you have any archived weather
15 products and what you're told about the anticipated weather at your arrival?

16 ALEXANDER MENDOZA: Okay we use both systems. We use
17 Clime it's a iPad application new application from NOAA, November, Oscar, Oscar,
18 Alpha, and the ForFly system for you the briefing weather for all the flights that you do
19 here in the U.S. This is a two source that we identify and the weather in the ForFly gives
20 the weather forecast from the departure and the destination airport. This is basically the two
21 source that we use for the flight.

22 TATE RUSSACK: Tim?

23 [INFORMAL TALK/VOICEMAIL].

24 TATE RUSSACK: Tim, I think we dropped out there
25 momentarily. Are you still there? Yeah. Did you hear the answer?

1 TIM MONVILLE: No, I didn't actually, sorry.

2 TATE RUSSACK: Okay, so the last thing we heard you had
3 asked what weather products he used, and Alex started to explain that so I'm going to ask
4 him to do that again, all right?

5 TIM MONVILLE: Well, I did hear him say ForFly but what was
6 the other source?

7 ALEXANDER MENDOZA: Yeah, we use the first source that we
8 use is Clime, C like Charlie, L like lima, I like India, M like Mike, E like echo, Clime. It is
9 the application for iPad, okay, from NOAA. Clime from NOAA is weather radar live that is
10 used for all the location here in United States. [INDISCERNIBLE] for this that you use this
11 because it's a half -- one day or -- it's a 36-hour forecast for weather. And you can estimate
12 the day before how is the weather in the area that you are flying, okay.

13 When you are more close to the fly you can identify what is the weather. We have
14 to take a weather move from the west to the east, okay, and we expected arrived with some
15 rain in Kissimmee and we have some weather in the route that we can take deviation to the
16 east and after we go to the Kissimmee is basically the analysis I developed for the flight.
17 And this and ForFly and the weather briefing that ForFly give for you for all the flight and
18 the 80s and the forecast for the destination airport and arrival airport, sorry, for the
19 departure airport to arrival airport. It's the three sources that we use it.

20 TIM MONVILLE: Okay, so the three sources to make sure I'm
21 clear that you use are?

22 ALEXANDER MENDOZA: Clime from NOAA, the ForFly
23 weather radar briefing, and the expected forecast from the departure airport to the
24 destination.

25 TIM MONVILLE: Okay. Do you have archived the weather you

1 received that you can provide us?

2 DIEGO MENDOZA: Can you repeat that Tim?

3 TATE RUSSACK: Did you save your ForFly weather briefing?

4 Do you have the weather briefing that you received from ForFly?

5 ALEXANDER MENDOZA: Maybe yes. I am looking for here in
6 my email.

7 TIM MONVILLE: Just to confirm, are you looking right now to
8 see if you have it archived?

9 TATE RUSSACK: Yes, he's looking for it now.

10 TIM MONVILLE: Okay. Thanks.

11 ALEXANDER MENDOZA: Yeah, I have the briefing gave me
12 the ForFly for the route because all the time I review before fly here. But I don't -- we have
13 checking, yeah we have here the Kissimmee METAR and the TAF the forecast.

14 TATE RUSSACK: Can you forward the briefing to me? Is it an
15 email?

16 ALEXANDER MENDOZA: Yeah.

17 TATE RUSSACK: Could you just email it to me?

18 ALEXANDER MENDOZA: Yeah. I send email to you.

19 TATE RUSSACK: Okay. We'll get it to you Tim.

20 TIM MONVILLE: Yeah, thank you. Thank you for that. Okay. I
21 have a list of questions. I wrote down in advance, in addition to the -- while I was going
22 through so just please, all of you bear with me a minute. And again, this is just in an effort
23 to be thorough. What was the letter of ADAS [PHONIC] at Kissimmee?

24 ALEXANDER MENDOZA: I think x-ray. I this moment I don't
25 remember but it's a [INDISCERNIBLE] or x-ray I don't remember. I remember the wing

1 the runway 15 in this moment when I listen to 80s and the overcast of broken 3400, 3000-
2 4000 the broken and the overcast 5000. But I don't remember exactly the letter of the 80s
3 because I cannot recover my tablet because the tablet is in the aircraft.

4 TATE RUSSACK: So, your iPad was left in the aircraft?

5 ALEXANDER MENDOZA: The iPad is in the aircraft. My phone
6 number is in the aircraft.

7 TATE RUSSACK: So, your phone and your tablet were -- they're
8 still in the aircraft and the laptop.

9 ALEXANDER MENDOZA: Yeah.

10 TATE RUSSACK: Got it. So, there's a whole bunch of pilot
11 electronics still in the airplane.

12 TIM MONVILLE: Yep, okay. The next question is, does the
13 aircraft itself have onboard weather radar that was functional?

14 ALEXANDER MENDOZA: Yeah. We have three systems we
15 have the [INDISCERNIBLE], we have the radar, and we have the radar data. We have the-
16 - both, during the fly, but we are more concentrated in the standard radar that we have in
17 the aircraft because we have received training for weather radar really. But I need basically
18 for the NTSB the weather radar is very, very complicated safety use. You'll believe more in
19 the standard radar for the data for Cirrus than the weather data. We use and we receive
20 training, but these are like I do follow one radar with the other one. It's not -- basically
21 more when you descend, or you climb is complicated use the data for the radar for the
22 weather radar.

23 TIM MONVILLE: Okay. I guess I need maybe a little
24 clarification. You mentioned you were more concentrating on and then I didn't hear what
25 you were saying. Can you clarify was it the aircraft's weather radar you're relying or the

1 iPad or laptop for weather radar?

2 ALEXANDER MENDOZA: No, we use the radar data for the
3 aircraft. Only the tablet is the backup radar information or other kinds of information verify
4 the plates or something like that. But all the time we use the radar and the navigation
5 system for the aircraft. The tablet is only the backup.

6 TIM MONVILLE: Okay. And was the aircraft's weather radar
7 functional that day?

8 ALEXANDER MENDOZA: Yes, sir.

9 TIM MONVILLE: Okay.

10 [FOREIGN LANGUAGE]

11 DIEGO MENDOZA: So, like what -- to clarify it, the actual radar
12 -- I'm sorry this is like very primitive language but only like beam at the ground that one
13 was functional but what my dad was trying to explain is he's not like as I don't want to say
14 skill but he's just not as apt with it. He doesn't have that much experience using it so he
15 relies more on like the live weather feed from the plane gives him, but he wasn't actually
16 using the radar manually.

17 TIM MONVILLE: Okay. Was it Diego?

18 DIEGO MENDOZA: Yes, sir.

19 TIM MONVILLE: He relies on the live weather from where?

20 DIEGO MENDOZA: I mean the plane itself has the live weather
21 feed.

22 ALEXANDER MENDOZA: Yeah, the plane this aircraft have
23 three weather route information. One is for E4 SiriusXM that this is the radar we have, the
24 information we have for the Sirius system for the Sirius services that give you all the
25 weather like ForFly and Clime this kind of presentation.

1 TATE RUSSACK: So, just so I can clear, you pay SiriusXM radio
2 for live weather.

3 ALEXANDER MENDOZA: That's right.

4 TATE RUSSACK: Okay, and that's one. What are the other two?

5 ALEXANDER MENDOZA: We use this all the time.

6 TATE RUSSACK: Okay.

7 ALEXANDER MENDOZA: After we have next radar, satellite
8 data.

9 TATE RUSSACK: [INDISCERNIBLE] satellite data.

10 ALEXANDER MENDOZA: They give information to this app
11 and they give for you what are the conditions for the weather. Basically, we use this outside
12 from United States because outside from United States you don't have SiriusXM. And the
13 radar weather the radar [INDISCERNIBLE] in the nose of the aircraft.

14 TATE RUSSACK: So, the onboard radar.

15 ALEXANDER MENDOZA: The onboard radar, okay. In the
16 flight we only use the first one.

17 TATE RUSSACK: SiriusXM.

18 ALEXANDER MENDOZA: That's right.

19 TATE RUSSACK: Okay. So, did that clarify that Tim?

20 TIM MONVILLE: It does. Just so I'm clear, what does this
21 SiriusXM display on?

22 ALEXANDER MENDOZA: Yeah, in the right display when you
23 have on the fly and the maps.

24 TIM MONVILLE: Okay.

25 TATE RUSSACK: So, that's the MFD?

1 ALEXANDER MENDOZA: The MFD yeah, the MFD in the
2 right and on the left the PFD.

3 TIM MONVILLE: Perfect, okay. If you can explain what the
4 MFD was displaying for precipitation.

5 ALEXANDER MENDOZA: The precipitation is the green color,
6 the green color yeah, but I don't understand the question very well.

7 [FOREIGN LANGUAGE]

8 TATE RUSSACK: Tim, do you want to know whether or not the
9 MFD was showing precipitation and if so in what area or ---

10 TIM MONVILLE: What area and what intensity yes.

11 TATE RUSSACK: Okay. So, by intensity you mean what was the
12 size of the area that it was showing 10 miles, 12 miles?

13 TIM MONVILLE: The area, the color yes sir.

14 TATE RUSSACK: Okay. So, do you know -- let's start with the
15 area. Do you know what the area that the MFD was showing? Was it a 5 mile 10 miles, 70
16 miles?

17 ALEXANDER MENDOZA: You can select the thing any area
18 that you want inclusive you can select it in this case all the complete route with all the
19 precipitation forecast you can find the route.

20 TATE RUSSACK: Do you recall what area you were -- how big
21 was the area that you were looking at?

22 ALEXANDER MENDOZA: Yeah, before departure all the time I
23 put all the complete route because you can take [INDISCERNIBLE] between SiriusXM
24 versus the onboard radar is the Sirius give for you all the information on ground, okay,
25 inside the plane. And looking checking all the route and all the route there are more

1 precipitation to the east, green color, yellow and some area for red. But after we departed it
2 start to pull more close the information in your route. This is the reason I requested aviation
3 around this position. I said, you before Alonso [INDISCERNIBLE].

4 TATE RUSSACK: So, you started out looking at the entire route.

5 ALEXANDER MENDOZA: Yeah, there are green, yellow and
6 red.

7 TATE RUSSACK: Did you shrink it down at the point where you
8 were getting near the airport?

9 ALEXANDER MENDOZA: Yeah.

10 TATE RUSSACK: So, about how many miles did you shrink it
11 down to? Like 50 miles 25 miles do you recall?

12 ALEXANDER MENDOZA: No, it's around 50 miles around
13 there.

14 TATE RUSSACK: Okay. So, when you were at the time of the
15 accident I think it was about 50 miles?

16 ALEXANDER MENDOZA: No, in the time of -- what happened
17 in the time of the accident I put less than 50 miles. It is around 20 miles in the scale, okay.

18 TATE RUSSACK: Okay. So, at the time of the accident, you had
19 about a 20 mile scale view on the MFD. Do you recall what you were seeing and by what I
20 mean, one, were there clouds or was there rain at all?

21 ALEXANDER MENDOZA: Yeah, there are [INDISCERNIBLE]
22 but the issue is when I descend below the overcast and while descend below the broken I
23 don't have any rain in the area.

24 TATE RUSSACK: Okay, so you were clear when you were
25 below?

1 ALEXANDER MENDOZA: This is the reason where they say to
2 me clear for the AirNav 33, I said yes. We evaluate the AXMEB and said, yeah, we are
3 clear 33, yeah we are. Inclusive we are clear for 33 and the cloud is over us. We are below
4 the overcast; we are below the broken.

5 TATE RUSSACK: But going back to what was on the MFD, and
6 correct me if I'm wrong Tim, and if you want to take over here, just let me know but I think
7 ---

8 TIM MONVILLE: Yeah, that's a good opportunity. So, for
9 everybody I'm trying to understand when we're talking about at the time of the chute
10 deployment and just before what was the MFD depicting for rain for color, green, yellow,
11 red, magenta, and was the airplane in IMC or BFR conditions at that time?

12 ALEXANDER MENDOZA: Okay, great. What time, before the
13 accident, during the procedure, I explained two steps. The first step below 4000 they gave
14 me clear for AirNav 33. We are in BFR condition. And the route there are no color during
15 the route of the AXMEB for the initial [INDISCERNIBLE].

16 TATE RUSSACK: And when you say AXMEB, you mean Alpha,
17 X-Ray, Mike, Echo, Bravo correct?

18 ALEXANDER MENDOZA: Yes.

19 TATE RUSSACK: Okay. I just wanted to make sure that that was
20 clear.

21 ALEXANDER MENDOZA: Alpha, X-Ray, Mike, Echo, Bravo
22 this is the instruction they get to meet to cross AXMEB and after this they gave me clear to
23 AirNav 33.

24 TATE RUSSACK: And you're saying there was no precipitation
25 along that route.

1 ALEXANDER MENDOZA: No precipitation, inclusive for me I
2 am impressed because I go down for 4000 and say wow, we are clear here. No sunny day
3 because we have cloud, but it's clear, no rain, and I can see everything. Okay.

4 TATE RUSSACK: Tim, why don't you jump in there?

5 TIM MONVILLE: Yeah, yeah, so I'll ask it this way. At the time
6 you deployed the CAPS, the Cirrus Airframe Parachute System, was the airplane in
7 instrument meteorological condition or visual meteorological condition?

8 ALEXANDER MENDOZA: This is different. In this -- yeah, in
9 this moment we are in IFR condition. We have rain, wind, and IFR condition when we
10 deployed the parachute. But it's interesting because we deployed the parachute when we
11 are starting to take the initial altitude, we stay in VFR condition. When we are starting to
12 the warning for airspeed and all the initial altitude and all the issue before the parachute,
13 we were in BFR condition, no rain. But when we proceeded, we go to the rain. When we
14 opened the parachute, now we are in IFR condition.

15 TIM MONVILLE: Okay. Please bear with me please. Did you
16 obtain any in-flight weather advisories from flight service or anything in flight?

17 ALEXANDER MENDOZA: Yeah. When we required the
18 aviation to the arrival, they said okay we are clear the aviation to the arrival but you have to
19 back to rise. Said okay when you are ready back to rise. When we back to rise they said,
20 me there are heavy rains over the Kissimmee airport when you arrive. What do you want? I
21 said, okay, let me continue to Kissimmee because we have opportunity to arrive to
22 Kissimmee. I said go ahead to Kissimmee. I changed the Miami Center they
23 [INDISCERNIBLE]change to Orlando approach. After this, I don't have any additional
24 advice for the flight services.

25 TIM MONVILLE: Okay.

1 ALEXANDER MENDOZA: Inclusive when they said me clear to
2 AirNav I am in VFR condition and I don't have in green over the Kissimmee airport. I said
3 okay, we continue here.

4 TIM MONVILLE: Okay. Can you explain for us your approach
5 speeds that you calculated for the weight or the approach and what you were at?

6 TATE RUSSACK: What he'd like to know is for the airplane at
7 the time of the approach had you calculated a specific approach speed for the aircraft
8 configuration, meaning the weight, the people onboard, the fuel onboard and the aircraft
9 weight?

10 ALEXANDER MENDOZA: Yeah, we are -- the procedure that
11 we have basically is a speed. I explained the procedure, I explained what happened this
12 day. The procedure when we arrive in basically [INDISCERNIBLE] I don't take any visual
13 approach is a right to the initial or the first approach fix around 150, 180. And in this
14 moment looking for less than 180 to pull the fare flap and is starting to control the power to
15 arrive to the final approach fix to 120, in 120 to put the gear down and 1000 feet over
16 [INDISCERNIBLE] and put the second point of flap. And with 25% to 27% of the power
17 and we control the power to arrive to the number around 90, 95, 80 of the weight that give
18 for you the calculation with some hand signal [INDISCERNIBLE] is calculated for the
19 weight and everything what is the more performance and speed when you have to cross the
20 number and this is the standard procedure to flare and land.

21 In this moment they sent to me a lot this is the reason why we do
22 the power to descend around 150, 180. This is the reason when the aircraft said, airspeed. I
23 said,,it's impossible airspeed because we have the same and we don't find these 105 knots
24 during the descend in one approach with power, you know. And then the speed when we
25 are starting to cross AXMEB to initial the approach is around 150, 180.

1 TIM MONVILLE: Okay. So, you cross AXMEB between a 150
2 and a 180 knots?

3 ALEXANDER MENDOZA: Yeah, we cross AXMEB around 150
4 knots.

5 TIM MONVILLE: Okay.

6 ALEXANDER MENDOZA: No flap no gear down, total clear the
7 configuration for the aircraft.

8 TIM MONVILLE: Okay. Bear with me please. Earlier on, and I'm
9 sorry to go backwards, but earlier on you mentioned a number that you were either at
10 15,000 or 16,000 feet, but I couldn't understand you. I don't know if that was your climb.
11 Do you recall if it was 15,000 or 16,000 feet?

12 ALEXANDER MENDOZA: In which position in what moment of
13 the fly?

14 TIM MONVILLE: Yeah, I'm going to have to review my notes on
15 that. I just crawled that down quickly.

16 TATE RUSSACK: Tim, this is Tate Russack. I believe what he
17 said was he filed for 16,000 feet. They gave him direct 16,000 when he came out of Opa-
18 locka and contacted Miami Center, and then during his climb they amended his altitude to
19 17,000. Those are my notes.

20 TIM MONVILLE: Okay. Prior to the hearing the air speed oral
21 enunciation, were there any other enunciations from the aircraft?

22 ALEXANDER MENDOZA: No, only this enunciation. Never, we
23 received an enunciation different like the air speed, only air speed.

24 TIM MONVILLE: Okay. And what altitude, if you recall, what
25 altitude heading and attitude was the aircraft in when you heard air speed?

1 ALEXANDER MENDOZA: The altitude is around 2500 because
2 I -- this is after we cross AXMEB 2000. 2500 is more or less the altitude that we listened
3 the air speed.

4 TIM MONVILLE: And do you recall the heading or the attitude
5 of the aircraft at the time?

6 ALEXANDER MENDOZA: Can you repeat please?

7 TIM MONVILLE: Yeah, what aircraft -- what was the heading in
8 the aircraft's attitude when you heard that air speed enunciation, oral enunciation?

9 ALEXANDER MENDOZA: Okay. The heading -- we are
10 intersect the AirNav AXMEB for the runway 33. In this moment, we are with tower. We
11 are on the AirNav 33 the heading is 33.

12 TATE RUSSACK: So, you're saying you're essentially long final
13 on 330 to the runway?

14 ALEXANDER MENDOZA: That's right. I remember this very
15 clear.

16 TIM MONVILLE: And what was the aircraft? Do you remember
17 the attitude or the aircraft pitch?

18 ALEXANDER MENDOZA: I remember attitude, the altitude or
19 the attitude?

20 TIM MONVILLE: Attitude, A-T-T.

21 TATE RUSSACK: Attitude.

22 ALEXANDER MENDOZA: Okay, the attitude.

23 TATE RUSSACK: Yeah, was it level flight? Was it turning? Was
24 it nose up nose down?

25 ALEXANDER MENDOZA: This is the -- okay. Can you repeat

1 the question, Mr. Monville?

2 TIM MONVILLE: Yes. So, I'd like to know what was the attitude
3 of the airplane when you first heard the oral air speed enunciation?

4 ALEXANDER MENDOZA: Totally horizontal attitude. It's like --
5 it's like ---

6 TIM MONVILLE: Can you repeat that?

7 ALEXANDER MENDOZA: It's like the aircraft is toward the
8 descent, it's totally horizontal because this is part of my analysis. When I say lowest speed I
9 check in the attitude, I check in the altitude, I put power, okay, and maintaining air speed. I
10 check in the air speed reviews 105, and in this moment the attitude is starting to turn right.
11 See, with more power, because now I have in the navigation automatically because we are
12 charged and low and activate the AirNav 33. When we evaluate this the attitude is starting
13 to turn right, more right, right, back to the right.

14 In this moment, it's starting the rain and the IFR condition, and I
15 have only like all the time, all the instrument to the analysis. I did connect the autopilot in
16 this moment when the attitude is starting to right, but the first attitude, to respond your
17 question, sorry because I am respond more than your question, for respond your question
18 the attitude when the first air speed warning is a standard attitude. There are no bank for
19 any -- no bank right, no bank left.

20 TIM MONVILLE: Okay, and what about pitch?

21 ALEXANDER MENDOZA: Okay. And this in this case, we are
22 descend, we are maintenance, we have to try to maintenance the altitude to starting in
23 [INDISCERNIBLE]. The pitch in this moment I don't verify the pitch [INDISCERNIBLE]
24 starting to set the altitude, the air speed I see the blue like training or the training we have
25 for initial altitude, I have the blue color. We are -- we need more -- some power taking the

1 altitude to recovery speed, no recovery speed, starting to bank, the connect to autopilot to
2 recovery the bank and this is a procedure I explained before. But I don't remember exactly
3 pitch that we have in this moment.

4 TIM MONVILLE: Okay. Okay, so I guess I want to recap this
5 when you first heard air speed, you were approximately 2,500 feet, no bank and you don't
6 recall pitch. Is that correct?

7 ALEXANDER MENDOZA: That's right.

8 TIM MONVILLE: Okay. And how did you have the autopilot set
9 in terms of bugs altitudes, do you recall?

10 ALEXANDER MENDOZA: Because when you have
11 [INDISCERNIBLE] the AirNav system in the SF50 and after you [INDISCERNIBLE] it
12 helped programming the route for the approach. When you said activate, they move to the
13 more, they take control for noticing only until final approach fix, but they can control all
14 the weight point for the approach. And in this moment, you only control maintenance the
15 altitude inside approach, you control power and low the nose and to take the -- to achieve
16 any point before the final approach fix. After the final approach fix, they take the glide
17 automatically with the automatic system to the autopilot for the SF50.

18 Then about your question, we are in the -- we are clear to the AirNav, we put
19 Nav and we put approach and the aircraft intersect the AirNav and is starting to follow the
20 AirNav and you can control. You have to control the descent, but they have the -- the
21 autopilot have the control for the area in the runway.

22 TIM MONVILLE: Right. So, do you recall where you had either
23 any of the bugs for the set rate or altitude selected?

24 ALEXANDER MENDOZA: Yeah, of course, I select the altitude
25 to cross AXMEB 2000.

1 TIM MONVILLE: Okay. What was the air speed when you first
2 heard the enunciation?

3 ALEXANDER MENDOZA: 105.

4 TIM MONVILLE: Okay.

5 ALEXANDER MENDOZA: I have this in my memory perfectly,
6 105.

7 TIM MONVILLE: Okay. And what was the power setting at that
8 time?

9 ALEXANDER MENDOZA: 30%, 30%.

10 TIM MONVILLE: Okay. I'm sorry to monopolize guys, thank
11 you. When the aircraft bank right, what was the maximum bank dangle that you saw?

12 ALEXANDER MENDOZA: 45.

13 TIM MONVILLE: Okay.

14 ALEXANDER MENDOZA: The first I see is like 10 degree. I say
15 okay this can control for autopilot. After this, 45 immediately. Then in this moment,
16 everything inside the aircraft is like a floating either connector on pilot and I try to put
17 more power to level the wind, but never -- the aircraft continued to right, and this is the
18 moment I deployment the parachute.

19 TIM MONVILLE: Okay. Did you ever apply full power?

20 ALEXANDER MENDOZA: No, no, I don't apply full power. I
21 remember this very clear. I increase the power one time immediately because I said you
22 before, all the time when we have in the procedure for the approach sometime you have --
23 sometimes because you have, for example, here in Miami you are trying to land this,
24 reduce the speed and you reduce the power on the aircraft say hey you need more power,
25 you put a little quantity of power. We put a little quantity of power. We'll never put the full

1 power something like that to bank or not. The bank needed no full power. We put little
2 power, air speed, air speed, we put more power and scanning the attitude indicator, it's
3 okay, but after this it starting to bank, bank, bank.

4 I don't put more power about this. Only to power when starting the bank, I
5 follow the bank, I release autopilot, I try to level the wing and the bank continued to the
6 ride, right. In this moment there are floating the goods inside the carry, I said no it's
7 impossible control this aircraft. This is the real issue here.

8 TIM MONVILLE: Okay. When you pull the parachute what was
9 the altitude, air speed, and attitude?

10 ALEXANDER MENDOZA: The air speed is around 110
11 something like that. The altitude is between 2000 and 3000 --- 2500 and 3000 because I see
12 2000 something but really I don't verify the next number for 2000. I have 5000, 1000 in my
13 mind, basically 1500 to open. When I see 2000, I don't read more than this. I open it
14 immediately. I check in the speed and checking that we have more than 2000 and
15 deployment.

16 TATE RUSSACK: And what was the pitching role?

17 ALEXANDER MENDOZA: The pitching role in this moment is
18 totally right.

19 TATE RUSSACK: So, it's rolling right.

20 ALEXANDER MENDOZA: Rolling right. It's amazing it's like a
21 -- I think 60 degree for the bank.

22 TATE RUSSACK: And did you notice the nose whether it was
23 up?

24 ALEXANDER MENDOZA: Yeah, the nose is up.

25 TATE RUSSACK: So, you're rolling right with the nose up.

1 ALEXANDER MENDOZA: That's right. In this -- exactly that
2 you described.

3 TATE RUSSACK: So, you've got about 60 degrees bank and do
4 you think it was 10 degrees up, five degrees up, 20 degrees up?

5 ALEXANDER MENDOZA: I think maybe 20 degrees up.

6 TATE RUSSACK: Okay.

7 ALEXANDER MENDOZA: It's like a -- this is the expression, of
8 course, you are in IFR condition now because in this moment it's starting the rain. You
9 cannot see anything outside of the aircraft, but the instrument, know the feeling is amazing.
10 The feeling is like you want to fly. The feeling is totally different. The feeling is you are
11 fly, but the instrument said to you, you are no fly.

12 TATE RUSSACK: So, just to confirm, and I think that's what Tim
13 need, you think the nose was 20 degrees high?

14 ALEXANDER MENDOZA: Yes.

15 TATE RUSSACK: And the wing was right wing down at about
16 60 degrees.

17 ALEXANDER MENDOZA: That's right. This is the
18 configuration from the instrument.

19 TATE RUSSACK: Yes.

20 ALEXANDER MENDOZA: And so it's very important, Tim, this
21 issue for the report. When you are scanning, and you have this kind of attitude really
22 personally, I don't know other pilots, but in my accident, we are more analog behavior for
23 the pilot. It's complicated, identify your bank, how many bank? Come on. It's a lot of bank,
24 you know. Is pitch roll up? Yeah, because you see is a lot of. You ask me, what is the
25 value? I can give approximately a value, but it's a lot, you know, because the bank is more

1 than 45 in this moment when we open the parachute maybe 60, and the role of the nose up
2 is basically maybe 20% of decline in this moment for the aircraft.

3 TATE RUSSACK: Does that help Tim?

4 TIM MONVILLE: It does. It does exactly. Alexander, did you
5 perceive any issues with the aircraft?

6 ALEXANDER MENDOZA: No.

7 TIM MONVILLE: The engine or the systems?

8 ALEXANDER MENDOZA: No, no. No, because I don't have any
9 warning for anything. Only a standard warning that they lost the track or
10 [INDISCERNIBLE] or something like that when you change for the automatic to the
11 manner to descend, but no, I don't have -- I don't receive -- I don't take any issue for the
12 system for aircraft, any issue inclusive when I see -- when I receive the air speed it's
13 contradictory for my mind because why air speed. This is the first signal we have problem
14 with a control for the aircraft.

15 TATE RUSSACK: Tim, can I just intercede here for a second?

16 TIM MONVILLE: Well, yeah, just don't -- be careful that you
17 don't put words into his mouth. So, if you want to ask a question, make sure it's not leading,
18 but sure.

19 TATE RUSSACK: Yeah. So, when the aircraft was rolling, you
20 said before that you turned off the autopilot and took control of the aircraft, right?

21 ALEXANDER MENDOZA: Right. When we are starting to
22 identify the attitude move to the bank to the right, I said the autopilot don't have control for
23 the aircraft because you never have this. And they don't release autopilot. I released
24 autopilot.

25 TATE RUSSACK: And how did you release it? Was it the button

1 on the joystick?

2 ALEXANDER MENDOZA: The button on the joystick, to may at
3 least try to level the wing to go to the bank.

4 TATE RUSSACK: Did you get an auditory signal that the
5 autopilot clicked off? Do they beep in your headset when you released it?

6 ALEXANDER MENDOZA: No, no, never. The system never
7 said to me [INDISCERNIBLE] pilot or something like that.

8 TATE RUSSACK: Okay, and what is the standard auditory signal
9 that the autopilot is being released?

10 ALEXANDER MENDOZA: Because they --

11 TATE RUSSACK: I mean, does it beep when you release it?

12 ALEXANDER MENDOZA: Yeah, you listen to a beep when you
13 release.

14 TATE RUSSACK: And you don't remember hearing that.

15 ALEXANDER MENDOZA: I know of course, of course or no, no,
16 no.

17 TATE RUSSACK: When you released it you heard it.

18 ALEXANDER MENDOZA: No, when they're released, we
19 released autopilot because when we released our -- do you know why we know that we
20 released autopilot, because we change the pressure in the control.

21 TATE RUSSACK: Okay, so you're pretty sure the autopilot
22 disconnected.

23 ALEXANDER MENDOZA: Yeah.

24 TATE RUSSACK: Did you try and level the aircraft at that point?

25 ALEXANDER MENDOZA: Yes, sir.

1 TATE RUSSACK: And did you do that -- you're rolling right so
2 did you put left side?

3 ALEXANDER MENDOZA: Right, I put left verify the speed is
4 down, left and down.

5 TATE RUSSACK: Okay.

6 ALEXANDER MENDOZA: Okay.

7 TATE RUSSACK: Did the aircraft go the left and down?

8 ALEXANDER MENDOZA: But the aircraft don't go left and
9 down. The aircraft for more push into the back like a store maneuver, but never store, okay,
10 pushing the back I put [INDISCERNIBLE]. This is the second point of power try to level.
11 The iPad and everything floating, I'm checking the bank, I said, no, we don't have controls
12 over the aircraft.

13 TATE RUSSACK: All right, Tim, that was all I wanted to ask.

14 TIM MONVILLE: Yeah, so okay. So, through those questions, I
15 was not clear. Did you hear the tone or a tone that the autopilot disconnected?

16 ALEXANDER MENDOZA: Yes, we listen to the tone with
17 autopilot that connected. We configured -- we connected the autopilot, and we
18 disconnected the autopilot because the autopilot follows the bank to right to the aircraft.
19 The autopilot never control the bank.

20 TIM MONVILLE: Okay. Please bear with me please. Okay. At
21 any point, did you use control wheel steering?

22 ALEXANDER MENDOZA: Can you repeat please?

23 TIM MONVILLE: Right. At any point that, you, most autopilots
24 have a control wheel steering, where you can manually, if you will, not disengage, but
25 temporarily disable autopilot and move a control input? Did you use control wheel

1 steering?

2 TERRENCE LESAGE: Tim, I apologize. This is Terry LeSage
3 from Cirrus. We don't -- there is no such mode in the SF50. So, there is no control wheel
4 steering.

5 TIM MONVILLE: Sorry, my ignorance guys. So, I'll squash that
6 question off. Okay. Let me see here and that's the benefit. Listen, I've got two more
7 questions, but I don't want to go any farther until -- let me ask Cirrus to maybe ask some
8 clarifying questions.

9 TERRENCE LESAGE: Sure. If you don't mind, the first question
10 for just a phase of flight. I think I understand you had intercepted the centerline of the
11 runway and it was flying the centerline of the runway, the runway heading, had it
12 intercepted the glide path and you were descending on the glide path or were you still in
13 altitude hold mode at the time of the upset?

14 ALEXANDER MENDOZA: No, we only charge okay the
15 approach, load it and activated, but we are going to the NAV because they said direct to
16 cross AXMEB 2000, the procedure because we coming we headed because they give for
17 you vectors. When they said go to AXMEB, I put NAV, direct AXMEB, enter and activate
18 the approach. And in this moment, we control the descend to cross AXMEB 2000.

19 When we achieve AXMEB they transfer to tower and in the first
20 communication with tower starting all this issue before the parachute. We never arrive to
21 the final approach fix. I don't know, I don't know if my heading when the aircraft cross
22 AXMEB we take the opportunity to take the complete heading to the runway because in
23 this moment is a start all these issues. And in this moment, I don't follow more the AirNav
24 for the 33. I follow the instruction navigate first, and I don't follow more and I have in the
25 approach, I don't have in the approach. I only -- my intention is maintain the SF50

1 November 77 Victor Julia fly.

2 TERRENCE LESAGE: Okay, and next question, when you had
3 experience where the objects were floating in the airplane, you're experiencing low G's or
4 negative G's. At that time, the pitch attitude of the airplane was still either level or pitching
5 up towards 20. You were not in a nose down pitch at that point. Is that correct?

6 ALEXANDER MENDOZA: Pitch up. Pitch up.

7 TERRENCE LESAGE: Pitch up, okay.

8 ALEXANDER MENDOZA: Yeah, it's very clear pitch up.

9 TERRENCE LESAGE: Okay. And then my last question if you
10 recall, when you did disconnect the autopilot and resumed a hand control, I understand the
11 airplane was in at the time a right bank and a nose up pitch attitude. Do you recall the
12 position of the yoke when you did resume controls? Was the autopilot attempting to turn
13 left and raise the wings, or was the autopilot was the yoke in a position as though the
14 autopilot had -- was bringing you?

15 ALEXANDER MENDOZA: If you can -- because these are lot of
16 statement. Can you repeat your question? No issue for English. It's like I need understand
17 the question.

18 TATE RUSSACK: So, Terrence, would it be all right if I just
19 jump in here that I can add some visuals to your question? So, you're sitting in the pilot seat
20 you've got the yoke on the left here. I think what Terrence wants to know is while the
21 autopilot was still controlling the yoke before you took control, was the stick over to the
22 right like the autopilot was dipping the wing, or was the stick to the left like the autopilot
23 was trying to bring the right wing up?

24 ALEXANDER MENDOZA: Okay good. When I release the
25 autopilot it's crazy because the yoke don't move left or right, only move like a high pressure

1 up.

2 TATE RUSSACK: Okay. So, was it centered at the time you
3 released it?

4 ALEXANDER MENDOZA: That's right. It's amazing.

5 TATE RUSSACK: So, that helped Terrence?

6 ALEXANDER MENDOZA: It's amazing because I remember -- I
7 remember when I see the bank, I remember release and left. But when I release because I
8 remember in my mind I say okay, when I release, I have a power to the right. I have to put
9 more power to the left. When I release is only go to the bank like a pressure, but don't take
10 right or left. Myself, try to go to the left and I move some to the left. When I move to the
11 left he maintain like you maintain the yoke up, up, up. I try to maintain and say I can only
12 maintain. I cannot put more power to level the wing, and this is the reason when I float in
13 this and I check and say increase I say no this -- I cannot back to the level the wing -- this
14 aircraft is like rolling up and totally bank and down. Okay.

15 TATE RUSSACK: Were you getting any feedback in your pedals
16 at this point?

17 ALEXANDER MENDOZA: This is very important. I try to put in
18 few seconds try to put some control with the power, but you cannot control with a hand.
19 Never, you back to the power. I try to do to give me more power here for the release, but
20 no, they don't say no -- we don't have control the panel. We have to try to control to the
21 yoke.

22 But this is one issue that I don't understand, of course, maybe other force have
23 in the aircraft. But when we release the yoke we don't -- the yoke don't follow the autopilot,
24 don't follow the moment [INDISCERNIBLE] have the aircraft in this moment, you know.
25 Like we practice this in the training, and we fly all the time. When you, for example,

1 minimum that you release to landing and you check in the air and something like that, you
2 release the autopilot and you have more or less the feeling that you have more power or the
3 yoke go up or you have to -- because you have wings, cross wing and you have to put more
4 control power to maintaining the [INDISCERNIBLE]

5 For example, you have the feeling like a pilot for the SF50. You know more or
6 less well, how the yoke going when you read a pilot. In this case, inclusive if I release the
7 autopilot and the yoke immediately put down I opened the parachute. When I released the
8 maintenance, but with a lot of pressure, I'm trying to go left, left I maintain, left, left,
9 maintain, maintain. I try to nose down, no. When everybody -- when everything flow
10 inside, come on, I cannot control the circle. Okay.

11 TATE RUSSACK: Terrence? Hello? God, I have no idea why that
12 does that.

13 [VOICEMAIL/INFORMAL TALK]

14 TATE RUSSACK: Guys, I think it happened again, and I'm not
15 sure where. We recorded the whole answer, but I'm not sure where you guys got dropped
16 off.

17 TIM MONVILLE: We lost it when the question was over and we
18 didn't hear any part of the answer. By the way, are we recording again?

19 TATE RUSSACK: We've never stopped recording. So, like the
20 whole answer that you didn't hear we got on the recording, but all right. so you heard -- did
21 you hear me ask the question?

22 TERRENCE LESAGE: No, no, I asked the question. I was afraid,
23 I may be phrased it too complicated and then that may be where you took over and
24 rephrased it. But we never heard that part.

25 ALEXANDER MENDOZA: Okay, I repeat again. When I

1 identify the bank, autopilot on. When I released the autopilot, we expected that the yoke to
2 the right to follow the bank because this is a standard initial altitude. But the more critical
3 issue this case, when I release the yoke, the yoke don't move left or right. The maintenance
4 like they have the automation is working normal. In this moment, I put pressure to the left
5 and maintaining the bank, put more pressure to the left and it started to put more pressure
6 the yoke to the back. And in this moment, everything flow inside the aircraft and I open the
7 -- verify the altitude and open the parachute.

8 TATE RUSSACK: So, just to be clear, you're putting pressure to
9 the left and the aircraft was not coming up, the wing would stay down.

10 ALEXANDER MENDOZA: That's right.

11 TATE RUSSACK: Okay. And you started feel back pressure.

12 ALEXANDER MENDOZA: And we have feeling back pressure.

13 TATE RUSSACK: And you were trying to push forward or not?

14 ALEXANDER MENDOZA: That's right, that's right, and I'm
15 trying to push to the -- this is the initial attitude procedure. You have blue, you go down
16 and level the nose, recover the wing and power. This is standard, you know. But in this
17 case, we're not recovering to the left and we cannot put down to recover the speed.

18 TATE RUSSACK: You're still with us guys?

19 TIM MONVILLE: I am.

20 TATE RUSSACK: All right, Terrence, back to you.

21 TERRENCE LESAGE: Sure. The only last point to clarify on that
22 when you did -- when you said you were putting pressure on the yoke to the left to recover
23 the bank, did it seem like the yoke was moving or did it seem like the yoke was stuck in a
24 position? Meaning did it feel like you're -- the airplane was not responding because it was
25 not getting a command input because the controls were misbehaving or did it seem like the

1 yoke moved but the airplane doesn't respond?

2 ALEXANDER MENDOZA: No, no, the yoke -- of course, the
3 yoke move like, I don't know, five degrees something like that and move for your pressure.
4 But no move like when you move the yoke when you recover during your training or your -
5 - any procedure that you got, that is you have some pressure but you have power in your
6 hand to level the wing. No, in this case, the third pressure I have on -- on we only maintain
7 the bank 45,40 degrees and we never cater more pressure to recovering more and more
8 bank. We only put the pressure to maintaining this bank. But of course, this bank will be
9 the consequent for the next step.

10 TERRENCE LESAGE: Okay, I think I understand my questions
11 are answered to my satisfaction. So, I don't have any other questions at the moment.

12 TIM MONVILLE: Okay, Brad, anything from you?

13 BRAD MILLER: I just had a question at the end of your story.
14 Could you clarify -- it's an email the young gal got out of the airplane first and then her
15 mom get out second and the plane moved in between people getting out. Is that what
16 happened?

17 DIEGO MENDOZA: Yeah, so the young girl got out first. Then
18 my dad was able to get out and then the plane moved with the older lady inside.

19 TATE RUSSACK: The parachute moved before Mariela could get
20 out?

21 ALEXANDER MENDOZA: Yeah.

22 TATE RUSSACK: It moved the airplane.

23 ALEXANDER MENDOZA: Yeah, but there are three special
24 condition after the parachute go to land. The parachute go to land very heavy and in
25 approximately 5, 10 second flip and the carrying go to the -- upside down, okay. In this

1 moment I put -- I release my belt because we think that this don't move anymore. Mariela
2 release -- I released Mariela's seatbelt. And when I moved to release to Maria, the aircraft
3 move again for the parachute and got on a standard position.

4 TATE RUSSACK: So, it flipped over again.

5 ALEXANDER MENDOZA: Yeah, flipped over again and never
6 flip again, all the time move.

7 TATE RUSSACK: So, you guys were in it the two times it
8 flipped?

9 ALEXANDER MENDOZA: That's right.

10 TATE RUSSACK: It went from level to inverted and then back
11 to level.

12 ALEXANDER MENDOZA: That's right.

13 TATE RUSSACK: And then you exited the aircraft.

14 ALEXANDER MENDOZA: Yeah. All of three egress the aircraft
15 with level, a standard level, okay.

16 TATE RUSSACK: So, that answered your question, Brad?

17 BRAD MILLER: Yeah. And so you were unbelted during the
18 second rollover?

19 TATE RUSSACK: When it went from inverted to back to level
20 you were out of your seat and without your belt on, correct?

21 ALEXANDER MENDOZA: No.

22 TATE RUSSACK: No.

23 ALEXANDER MENDOZA: When it inverted, I release my seat.
24 My seatbelt and I released the Mariela seatbelt.

25 TATE RUSSACK: Okay, so you didn't have your seatbelts on at

1 that point?

2 ALEXANDER MENDOZA: That's right.

3 TATE RUSSACK: And then it flipped again.

4 ALEXANDER MENDOZA: And when I moved to release Maria
5 Molero because my intention is egress the aircraft in any level, okay. When I move to the
6 back to release Maria Molero the aircraft flipped again. I have another condition I have sit
7 to Maria -- from to Maria easy. Pull them out. This is the reason Maria don't have any
8 [INDISCERNIBLE]. I opened the egress and she -- a small jump and leave the aircraft.

9 TATE RUSSACK: Yeah, but at the time it was inverted and
10 you're getting Maria out, it flipped again, and you didn't have a belt on at that point. You're
11 out of your chair?

12 ALEXANDER MENDOZA: Yeah.

13 TATE RUSSACK: Yeah, so he was unbelted during the flip from
14 inversion to level.

15 BRAD MILLER: Okay.

16 ALEXANDER MENDOZA: One important issue is the big side
17 of the cabin we can move internal; the aircraft is amazing. When I started my first issue is
18 how we can support the passenger and how we can lift this aircraft with my size and my
19 weight. And the cabin include additional factor to save our life of all the parachute by the
20 cabin is the more important issue in this case, we can release from the front seat to the
21 egress exit without any problem during the accident.

22 BRAD MILLER: Okay. All right, well thank you very much.
23 That's all I have Tim.

24 TIM MONVILLE: Okay, sorry. I just have a couple more for just
25 -- it's regarding the weight and balance. Do you have a weight and balance that you

1 prepared and can provide us?

2 ALEXANDER MENDOZA: Yeah, yeah. I can prepare and send
3 to you. Exactly what inclusive, inclusive remember when I arrived to Opa-locka when I
4 release my [INDISCERNIBLE] to Opa-locka I give to them the operation, give me 70
5 gallons and I verify. When I arrived to Opa-locka I verify the aircraft, we cannot achieve
6 the fuel for the mission. I put 30 gallon more to achieve the mission and I verify again the
7 weight and balance.

8 TIM MONVILLE: Okay, so 70 gallons OR 70 or 50 [Crosstalk].

9 ALEXANDER MENDOZA: No, no wait, wait, I put 175 first,
10 total 175. Okay. And after that we put 30 more for [INDISCERNIBLE] to 155.

11 TIM MONVILLE: Okay, okay, maybe I'm not clear so -- and.

12 ALEXANDER MENDOZA: We put 100 gallon before the
13 mission.

14 TIM MONVILLE: Okay. 100 gallons okay. And then you added -
15 - how much was added after the 100 gallons?

16 ALEXANDER MENDOZA: Can you repeat please?

17 TIM MONVILLE: Okay. Yeah, I guess I'm not sure the fueling I
18 just -- it was fueled, how many times was appealed? And please clarify how much it was
19 added at each fuelling?

20 ALEXANDER MENDOZA: Okay, the fuel, okay. One important
21 point when you put fuel, and you know that is not only verify the invoice is verify, really
22 the fuel that you have on board. I said put 70 gallons. Okay, when I arrived.

23 TATE RUSSACK: So, that was fueling number one. Put 70
24 gallons.

25 ALEXANDER MENDOZA: Yeah, right. And we arrived in the

1 pre-flight, put the battery on, put the EPO.

2 TATE RUSSACK: Check the fuel.

3 ALEXANDER MENDOZA: Check the fuel and said, 175.

4 TATE RUSSACK: Okay.

5 ALEXANDER MENDOZA: I don't see the invoice.

6 TATE RUSSACK: Right.

7 ALEXANDER MENDOZA: I say, hey, guy [INDISCERNIBLE]

8 put 50 gallon more for this aircraft.

9 TATE RUSSACK: Okay, so ---

10 ALEXANDER MENDOZA: I depart to with 155 gallon.

11 TATE RUSSACK: So, you put 70 in.

12 ALEXANDER MENDOZA: I give instruction to put 70.

13 TATE RUSSACK: 70 in.

14 ALEXANDER MENDOZA: Okay, but when I arrive in the

15 aircraft ---

16 TATE RUSSACK: And you return the pre-flight?

17 ALEXANDER MENDOZA: I only take 175.

18 TATE RUSSACK: So, it showed 175 gallons on board at that

19 point?

20 ALEXANDER MENDOZA: No, in this moment. And I call the

21 operation say, put front to me 50 gallon more.

22 TATE RUSSACK: Okay. And that totaled to 155?

23 ALEXANDER MENDOZA: We departed with 155 gallons.

24 TATE RUSSACK: Okay. Okay, all right. So, ---

25 ALEXANDER MENDOZA: And the mission is 70 gallons.

1 TATE RUSSACK: But you were only there to see 30 gallons
2 going, right?

3 ALEXANDER MENDOZA: We ---

4 TATE RUSSACK: Yeah.

5 ALEXANDER MENDOZA: We expect they put 100 gallons
6 before the mission.

7 TATE RUSSACK: Got it.

8 ALEXANDER MENDOZA: But I don't see the invoice for the he
9 first 70 gallons.

10 TATE RUSSACK: Yeah, and you weren't there?

11 ALEXANDER MENDOZA: No.

12 TATE RUSSACK: Right.

13 ALEXANDER MENDOZA: Because it's normal in these kinds of
14 operations [INDISCERNIBLE] you call for one quantity, and they, oh sorry 60, oh I don't
15 understand, you know.

16 TATE RUSSACK: So, when you pre-flight it you saw that the
17 fuel was low for the mission. And you called and you had them put more in?

18 ALEXANDER MENDOZA: That's right.

19 TATE RUSSACK: So, there was only one fueling that you could
20 really verify.

21 ALEXANDER MENDOZA: The last one.

22 TATE RUSSACK: But signature to be able to verify through their
23 fuel records exactly what they did before you got there?

24 ALEXANDER MENDOZA: That's right?

25 TATE RUSSACK: Yeah. Is that clear, Tim?

1 TIM MONVILLE: It does. So, bottom line, the first fueling was
2 70 [INDISCERNIBLE].

3 TATE RUSSACK: No the bottom line is he requested 70. And he
4 doesn't know whether it was put on because when he pre-flight it he didn't have the fuel he
5 expected and so he called an added 30 more. And they came out and he observed them
6 putting the 30 gallons more in, which gave him a total of 155 at departure.

7 TIM MONVILLE: Okay. He told them 70, he got there and said
8 give me 30 more.

9 TATE RUSSACK: Yeah.

10 ALEXANDER MENDOZA: We have 175. And I called them,
11 they gave me 30 more.

12 TIM MONVILLE: And the important thing is you took off with
13 155 gallons.

14 ALEXANDER MENDOZA: Affirmative, affirmative.

15 TIM MONVILLE: Yeah, beautiful. That will help with our
16 performance that we can do, beautiful. A few more things and I think we're going to be
17 wrapped up from my end. Explain how you were controlling the descent when you were
18 approaching [INDISCERNIBLE]?

19 ALEXANDER MENDOZA: The descent and the approaching,
20 how control?

21 TIM MONVILLE: Yes, how were you managing the aircraft
22 descending, approaching the initial approach fix?

23 ALEXANDER MENDOZA: In this case or the standard
24 procedure for approach?

25 TIM MONVILLE: No, in this case.

1 ALEXANDER MENDOZA: Oh, we never descend more for the
2 approach because when we cross the initial AXMEB waypoint after this we don't have
3 more procedure for the same or anything.

4 TIM MONVILLE: Okay.

5 TATE RUSSACK: Tim, are you trying to understand how he got
6 from 17,000 feet to the altitude he was at when he pulled the parachute?

7 TIM MONVILLE: No I don't need to go back that far. What I'm
8 trying to understand he said he was on NAV for autopilot, he said he was controlling the
9 descent manually. So, I'm making -- I want to make sure I understand how he was
10 managing or controlling the vertical portion of the flight approaching or at XNAV.

11 TATE RUSSACK: So, how did you tell the autopilot to get to
12 2,000 feet to cross [CROSSTALK]

13 ALEXANDER MENDOZA: Yeah, you setting the altitude 2000
14 put the vertical speed, evaluate the descent and in this case you would have would not have
15 crossed the AXMAB 2000.

16 TATE RUSSACK: Is there a flight director bug that you adjust to
17 2000 feet or do you plug in 2000 feet in the -- ?

18 ALEXANDER MENDOZA: No, you selected 2000 feet in the
19 autopilot okay, you select the vertical speed. You, [INDISCERNIBLE] instruction for the
20 control you put 1000 or 1500 feet per minute.

21 TATE RUSSACK: Okay.

22 ALEXANDER MENDOZA: And you evaluate, sometime, you
23 put 1500, you evaluate because they give for you the achieve this altitude with this type of
24 [INDISCERNIBLE] rate of descent. And then you verify and say okay we cross AXMEB
25 2000 that's it. You are more than 2000, you increase the vertical speed and you are

1 AXMEB before 2000 you reduce the vertical speed.

2 TATE RUSSACK: okay.

3 ALEXANDER MENDOZA: And this is a control, in this model
4 for achieve a point with the altitude, and the altitude and the waypoint in any condition of
5 course in this condition it's the initial for you starting the approach.

6 TATE RUSSACK: Tim?

7 TIM MONVILLE: Okay, that helps. I just want to clarify, what
8 was the vertical speed selected?

9 ALEXANDER MENDOZA: I remember I selected for achieve
10 AXMEB 1500 feet per minute.

11 TIM MONVILLE: Oh wonderful. Okay, wonderful. And I'm not
12 trying to trip you off. I just want to be clear was the aircraft before or after AXMAB when
13 the aircraft turned right?

14 ALEXANDER MENDOZA: Okay. We selected the -- we
15 selected approach button when go to AXMAB cross AXMAB definitely the issue is after
16 AXMAB because we are talking with the tower in this moment that this calls about the 33
17 to secure to land 24. There are other aircraft try to intercept the AirNav before us there are
18 some confusion around the tower and the approach in this moment because other aircraft
19 tried to find the [INDISCERNIBLE] code to give the IFR opportunity to the AirNav 33.
20 But I am in my memory we cross the parachute after AXMAB.

21 TATE RUSSACK: So, after AXMAB.

22 ALEXANDER MENDOZA: Yeah, sorry for my long answer.

23 TIM MONVILLE: No that's okay. But I just want to be clear on
24 the right turn when that started going through 60 degrees was that before or after AXMAB?

25 ALEXANDER MENDOZA: After AXMAB.

1 TIM MONVILLE: Yep Okay. Yep. And do you recall the
2 previous way point from AXMAB that you flew over?

3 ALEXANDER MENDOZA: Yeah, we are -- we from right. They
4 starting vectors before direct to AXMAB.

5 TIM MONVILLE: Okay.

6 ALEXANDER MENDOZA: The last way point is right on the
7 other point close there and after these are started, we vectors and after vectors okay direct
8 to AXMAB and after said crossed AXMAB 2000 clear for the AirNav 33 expected secure
9 to land 24.

10 TIM MONVILLE: Okay, yeah wonderful. Just bear with me we're
11 getting very close, did you secure the engine during while you're under the canopy?

12 ALEXANDER MENDOZA: After the cuts?

13 TIM MONVILLE: Yes.

14 ALEXANDER MENDOZA: After the cut I remember I pulled the
15 power back after the cut, but I don't security the engine. I don't put, cut the fuel. And I
16 started because there are two sequences after the cut, it is very important this. There are one
17 sequencing when deployment the cut this is very strong you cannot do anything physical
18 because your body if move without control when the aircraft the parachute deployment in
19 this moment you have time to do something. I concentrate to cut the fuel and talking with a
20 passenger while we happen we go to the [INDISCERNIBLE] remember how we can open
21 the door, all of the procedure, but it's too fast. Maybe I don't know in few minutes we go
22 to the land; we don't have a lot of time for this.

23 TIM MONVILLE: Okay. And these are just observations for the
24 record. Mr. Russack and Mendoza, can I get a copy, a complete copy of your pilot
25 logbook?

1 ALEXANDER MENDOZA: Yeah.

2 TIM MONVILLE: Wonderful, thank you. Bear with me a minute.
3 And some of these are yes and no. Did you declare a mayday with air traffic control?

4 ALEXANDER MENDOZA: No.

5 TIM MONVILLE: Okay.

6 ALEXANDER MENDOZA: I said Kissimmee Tower November
7 77 Victor Julia, deployment of parachute. Kissimmee Tower November 77 Victor Julia
8 deployment of parachute, after the parachute deployment okay. Maybe three times, I never
9 declare mayday, mayday. I never received respond from the tower. I don't listen any
10 communication with tower. I don't listen anything, don't listen, respond and don't listen
11 other aircraft the [INDISCERNIBLE] communication with tower or something like that.

12 TIM MONVILLE: Okay, either because of your pre-flight
13 weather checks or the in-flight weather update by the controller, did you have any concerns
14 about the weather?

15 ALEXANDER MENDOZA: No, no inclusive, inclusive they gave
16 me more confidence when I descend below 4000 and they gave me clear for the runway 33
17 expect secured to land 24 I said we are okay. We descend 4000 overcast 4000 unbroken we
18 descend, no rain, the airport is in sight we are clear 33, we go to the airport. They don't say
19 to us we are not clear 33 that is wet or leave the air -- they don't give for me anything
20 inclusive this [INDISCERNIBLE] that coming in the back go to the Atlantic. And this is all
21 a reasonable I said if I take the [INDISCERNIBLE] Atlantic is more complicated Atlantic
22 that day the neighborhood in Kissimmee you know.

23 TIM MONVILLE: Okay. I just have a couple more, please be
24 patient. Could you -- I'd like to know each person's injury so we can start with you Mr.
25 Mendoza. What was your injury?

1 ALEXANDER MENDOZA: Some pain in the like –

2 DIEGO MENDOZA: Just some scratches and some cuts, that's it.

3 ALEXANDER MENDOZA: [INDISCERNIBLE]

4 TIM MONVILLE: Okay. Okay, so I heard pain, scratches on your
5 neck, neck and face and cuts.

6 ALEXANDER MENDOZA: Yeah. With Ibuprofen a 100
7 milligram for two days and I am okay.

8 TIM MONVILLE: And did you suffer a concussion?

9 ALEXANDER MENDOZA: No.

10 TIM MONVILLE: Okay, and for the right front seat passenger?

11 ALEXANDER MENDOZA: Mariela Alfonso, they have a pain in
12 the right leg but they evaluate in the Osceola Trauma Center. I can send to you too the
13 result for this, the release for the medical court. They live working in the Saturday morning
14 from the hospital, in the same condition pain relief, ibuprofen for three four days. She is
15 Okay.

16 TATE RUSSACK: Excuse me Alex. Tim, normally, like any of
17 the records, I'd say we can get them and release them. But ---

18 TIM MONVILLE: Yeah, there's HIPAA involved with that.

19 TATE RUSSACK: Yeah, I was going to say there's HIPAA stuff
20 about the medical records. I mean, obviously if there was an injury reported or if Mariela or
21 Maria said yeah you can do that but Mariela would have to agree to release the reports for
22 either herself or Maria.

23 TIM MONVILLE: Yeah, and NTSB does not need to go to that
24 extent. I'm just trying to make sure we properly classify the injuries for our -- by our
25 definition.

1 TATE RUSSACK: Right.

2 TIM MONVILLE: So, our injury definitions that we have that we
3 use are fatal, serious, minor, or none. Serious can mean broken bones, there are some also
4 internal injuries like nerve damage, but let me make sure I'm clear on the middle seat then
5 and I think how I'll explain to the group, how I think I'm going to classify. So, can you
6 explain the injury of the 15 year old please?

7 ALEXANDER MENDOZA: Nothing.

8 DIEGO MENDOZA: Nothing, not even a scratch.

9 TIM MONVILLE: Okay.

10 ALEXANDER MENDOZA: Because ---

11 TATE RUSSACK: Nothing yeah.

12 TIM MONVILLE: So, it sounds like from our definition these
13 would all be, well, the two front seaters would be minor and of course, the 15 year old
14 would be none by our definition, yeah.

15 ALEXANDER MENDOZA: But we don't have any broken
16 anything

17 TATE RUSSACK: Yeah, I think we would all agree with it, yeah.

18 DIEGO MENDOZA: That sounds right.

19 TATE RUSSACK: Minor it was. I know in some of the reports
20 that there were serious injuries, but I think that was -- that was the news media.

21 TIM MONVILLE: Right, okay. Two final things before I'm
22 contemplating doing a recap of the last minute of the flight, if I could get my story right, if
23 I could get my head clear. But is there any other information Mr. Mendoza that you want
24 NTSB to know about?

25 ALEXANDER MENDOZA: No, we are. No, I explained for you

1 everything, you know.

2 TATE RUSSACK: And, Tim, we're running up against some time
3 issues. We've been doing this for three hours and 40 minutes. So, I'm a little hesitant to
4 want to do a recap. Well, I would be happy to reconvene this. But my second hesitation is I
5 think that we should get the transcript and we should go with that.

6 TIM MONVILLE: Let me have -- I just have two final questions
7 and [INDISCERNIBLE].

8 TATE RUSSACK: Yeah, yeah sure. Yeah, I don't want to stop the
9 questioning. I just wanted to give you a heads up.

10 TIM MONVILLE: Yeah, it's been a while. So, as part of your --
11 okay, I'll stop, and I'll phrase it this way. Did you use the aircraft's checklist for all portions
12 of the flight?

13 ALEXANDER MENDOZA: Yes.

14 TIM MONVILLE: Okay. And as part of your pre-flight did you
15 do a check of the autopilot using the checklist?

16 ALEXANDER MENDOZA: Yeah, because this is when you have
17 initialization you can do everything, and you can buy -- You can review with a autopilot
18 checklist. We don't have individualization, they have all the control the unit checklist in
19 this case, but we don't have a different than the SF22 that you verify the autopilot, connect,
20 and disconnect. In the SF50 you only verify with autopilot is they run in the sequencing,
21 and they verify the autopilots, it's okay. You don't have the autopilot it's Okay. There's a
22 warning on you, I don't receive any warning.

23 TIM MONVILLE: Okay. And I'm sorry, that goes to my
24 ignorance of this airplane. Final question that I have is, this has been a very long interview.
25 I appreciate everybody's time during this critical information gathering period. But what is

1 the timeframe you think for a transcription just so I can understand.

2 TATE RUSSACK: Hang on one second. Would it be alright if I
3 get an expedited transcript? I mean, ultimately, it gets billed to you, but it'll triple the cost.

4 ALEXANDER MENDOZA: No, no.

5 TATE RUSSACK: No? Probably about seven days, this time next
6 week we ought to have it something like that. I mean, I have to call them but I'm going to
7 use the standard transcription people.

8 TIM MONVILLE: Okay. Does anybody have any questions for
9 NTSB?

10 ALEXANDER MENDOZA: Yeah, my question is that when we
11 talking with a police to recovery, the goods, my computer said no, they are now the NTSB
12 on charge, but today we identify you have no charge to the goods inside the aircraft.

13 TIM MONVILLE: So, the question Tim is the insurance company
14 is going to recover the aircraft to a secure location, and it has stuff in there. Is this stuff
15 going to be -- are you going to assert domain over the stuff for the purposes of the
16 investigation? The stuff is phone, laptop, iPad, maybe some other personal goods.

17 TIM MONVILLE: In terms of those three items mentioned, yes,
18 probably. In terms of I think you mentioned there are some luggage in there, we may want
19 to weigh it. So, again, that goes to performance.

20 TATE RUSSACK: Okay.

21 ALEXANDER MENDOZA: But beyond that, once we have the
22 weight, we can release that. So, I have to think about the personal effects or the personal
23 devices, the phone, the laptop, the iPad, I have to think about that moving forward. In terms
24 of the luggage, we probably going to just weigh it, find out where it's at and then we can
25 return that

1 ALEXANDER MENDOZA: Okay, and they need a key for the
2 luggage? I have for the key for the aircraft here.

3 TATE RUSSACK: For the aircraft? No. Do you need a key for
4 the aircraft?

5 TIM MONVILLE: Did you lock, did you lock the cabin entrance
6 door when you left?

7 TATE RUSSACK: Did you lock the door?

8 ALEXANDER MENDOZA: Yeah.

9 TATE RUSSACK: Yes.

10 TIM MONVILLE: Then yes sir, we will.

11 TATE RUSSACK: Are the windows broken?

12 ALEXANDER MENDOZA: Only one [INDISCERNIBLE] you
13 need to open the lock for luggage.

14 TATE RUSSACK: Okay, so you'll need a key to open the door
15 and get to the luggage compartment.

16 TIM MONVILLE: Okay.

17 TATE RUSSACK: We'll work with the insurance company or we
18 can make a copy and send them to you.

19 TIM MONVILLE: Yeah, for sure. I would probably say yeah
20 insurance adjusters in Orlando.

21 ALEXANDER MENDOZA: Or Cirrus will have our master key
22 for this, I think so.

23 TATE RUSSACK: Brad, Terrence, do you guys have a master
24 key?

25 TERRENCE LESAGE: Yeah, Cirrus would have master keys. I

1 don't know if our people our master keys are in the vicinity either but yes we do have
2 master keys if they're required.

3 TATE RUSSACK: Okay, well we'll figure it out. Tim, just get
4 back to me on where we can get you the keys and once -- until the aircraft's actually moved
5 so we have a little bit of time.

6 TIM MONVILLE: Yeah, and then I'm sorry I just have one final
7 question. When you last saw the airplane, Mr. Mendoza, what -- describe to me the damage
8 that you saw.

9 ALEXANDER MENDOZA: The damage for the equipment?

10 TIM MONVILLE: No, no, the airplane what kind of damage,
11 visible damage was there on the airplane?

12 ALEXANDER MENDOZA: After -- we don't see very well the
13 aircraft because when the aircraft continued move, when we exit and egress the aircraft the
14 aircraft continues to move around 100 meter more -- Yeah, around 300 feet. I think more or
15 less the maintaining [INDISCERNIBLE] but maybe the color, the tail is I think is broken.
16 Not complete separate but this maybe it's broken. But this is I don't go back to the aircraft
17 because there are the fire rescue said they smell fuel and there are some electrical line the
18 parachuted over the electrical line and they closed the area and you cannot see the aircraft.
19 Maybe we can see the aircraft in this day better than the day for the accident, but I don't see
20 the aircraft very well.

21 TIM MONVILLE: Okay. The way the NTSB rules say is that, the
22 damage that you consider is when the last person gets out of the aircraft. So, I'm trying to
23 understand that, but that's a fine point, I don't need to -- we've been going on a long time.
24 Are there any other questions at this point for NTSB?

25 TATE RUSSACK: Not from our side.

1 ALEXANDER MENDOZA: No, no, really, really the only -- no
2 question, I think more a statement. We are live for three issues. First, the training, second
3 the final time they opened the parachute and the parachute release working. This is the
4 conclusion from my personal opinion I am no professional pilot. I am only a pilot. And I
5 think that training from Cirrus saved my life.

6 TIM MONVILLE: Well, great, good. And I know Cirrus and
7 [INDISCERNIBLE] anybody in the spot. They keep track of how many saves their
8 parachutes have made. And Brad and I talked about this several months ago. So, did you
9 keep track of it? I appreciate all your time and effort for this interview. I'll get working on
10 my end. It's going to take me several, several days to get this done. And I'm out of the
11 office next week, almost the whole week. So, I'll give this to you for review. I'll look for
12 the transcript Mr. Russack. And I'll keep everybody informed as to what is happening with
13 the recovery.

14 TATE RUSSACK: All right, I'm going to go ahead and turn off
15 the recording.

16 [END OF INTERVIEW]

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