

ERA24FA110

OPERATIONAL FACTORS

Attachment 3: Hop-a-Jet Pilot Interviews

April 25, 2025

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UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:

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BOMBARDIER PLANE FATALLY *
COLLIDES WITH VEHICLE ON
INTERSTATE 75 IN NAPLES, FLORIDA *
ON FEBRUARY 9, 2024

* Accident No.: ERA24FA110

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Interview of: TERRY HUENEFELD, Captain

Hop-A-Jet Airlines

via telephone

Monday,
April 1, 2024

APPEARANCES:

CAPTAIN ROCKY STONE, Operational Factors Investigator
National Transportation Safety Board

ANTHONY DONATO
Hop-A-Jet Airlines

MATT RIGSBY
Office of Accident Investigation
Federal Aviation Administration

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INTERVIEW

(9:23 a.m. CDT)

CAPT STONE: Okay, my name is Rocky Stone and I'm an Operational Factors Investigator with the NTSB. It's 9:23 Central Time on April 1st, 2024, and today we're interviewing Mr. Terry Huenefeld, a Captain for Hop-a-Jet Airlines. And this is for an, NTSB Investigation No. ERA 24 FAA 110 involving Hop-a-Jet Flight 823 on February 9th, 2024, a flight from Ohio State Airport to Naples Airport.

And our primary focus today is to document the flying style of Mr. Ed Murphy, the Captain on the accident flight. I'm not a Challenger pilot and, so I'm really looking forward to you helping to educate me about flying a Challenger and how Ed flew his Challenger.

Now, assisting with the interview today are Anthony Donato, he's representing Hop-a-Jet Airlines. And Matt Rigsby from the FAA. And Matt is on the safety side of the FAA, not the enforcement side. And I'll let him describe that a little bit more in a minute.

But before I do that, just quick background, the NTSB, we're an independent Federal Agency. We're charged with determining the probable cause of transportation accidents and making recommendations to prevent future occurrences. The NTSB is not part of the Department of Transportation or the FAA. And we have no regulatory authority enforcement powers. And I'd like to let Anthony and Matt introduce themselves. Anthony?

MR. DONATO: Good morning, guys. My name's Anthony Donato. I'm at Hop-a-Jet. I've been flying the Challenger for some years, years. Probably since, dating back to 1995. And I'm here just to assist regarding the research of the accident for 823 Kilo Delta.

1 CAPT STONE: Okay, and Matt?

2 MR. RIGSBY: Hello, Terry Matt Rigsby out of the FAA's Office of Accident
3 Investigation. Like Rocky had mentioned, we, I'm part of the safety investigation in my
4 office and with Accident Investigation.

5 Also, we focus on, on the safety end of the house. So, I can't, I can't talk to
6 anybody on enforcement side, and, and so just it's just trying to relax. It's not, not have
7 the Blackhat of the FAA here. This is, we're all here for the same goal and safety being
8 the ultimate end of it. Thank you.

9 CAPT STONE: Thank you, Matt. And, Terry, is there anybody present that
10 you object to being here?

11 MR. HUENEFELD: No, I believe I know, Anthony. Nice to meet you, Matt.
12 Hopefully, I can assist you guys with all of us with something.

13 CAPT STONE: Yes, okay. Today we'll be recording the interview. And
14 that recording, we're going to send it out for transcription. And you'll have an
15 opportunity to review that transcription.

16 And, and we'll correct it for any typographical errors. If you want to
17 change an answer, we have to actually have you write a, an addendum that we add to
18 the original transcript. Because once we take that we don't, we don't change the
19 original answers, but we'll add in your correction if you desire.

20 And once again, the NTSB is here to determine probable cause and
21 prevent future occurrence. Our role is not to assign blame. We're here simply to
22 gather information from you and share your experiences and observations of flying
23 with Mr. Ed Murphy, with the goal of preventing future accidents.

24 Having said that, we cannot offer confidentiality because the transcript will
25 eventually be on the NTSB's public docket system, which means the public will have

1 access to it. The way we're going to run this is each, we're going to take turns asking
2 questions.

3 We'll ask questions one at a time without and everyone has been
4 instructed not to interrupt the person who's asking the question, and then they'll get a
5 chance to ask their question or follow on questions.

6 And we typically do two rounds maximum. So, you'll get you know, the
7 three of us will ask you our first round of questions and then then we'll go on to a
8 second round. And typically, that doesn't take too long. You are, you are entitled to
9 have a representative of your choosing. Do you desire to have a representative
10 present for this, Terry?

11 MR. HUENEFELD: I do not, no.

12 CAPT STONE: Okay, thanks. Does anyone have any questions?

13 MR. DONATO: No.

14 INTERVIEW OF TERRY HUENEFELD

15 BY CAPT STONE:

16 Q. Okay. With that, let's go ahead. And Terry, if you could just, we'll start off
17 with the hard questions here. Your full name including spelling of your last name.

18 A. My name is Terence Huenefeld, last name spelled H-U-E-N-E-F-E-L-D.

19 Q. Right. And how old are you?

20 A. I'm 48.

21 Q. Okay, and who do you work for?

22 A. Hop-a-Jet, Worldwide Jet Charter.

23 Q. Okay, and your current position there?

24 A. I'm a Captain on the Challenger 604/605.

25 Q. Okay. And what was your date of hire at Hop-a-Jet?

1 A. September 2016.

2 Q. Okay. And have you flown other airplanes with Hop-a-Jet or is it just the
3 Challenger?

4 A. I flew one, one year in the Learjet 60.

5 Q. Okay. Do you have any other outside current employment or is it just
6 Hop-a-Jet?

7 A. No, it's just Hop-a-Jet.

8 Q. Okay. Can you give us just a brief summary of your aviation background?
9 Your FAA certificates and ratings? Yes, and approximate total hours any limitations you
10 have?

11 A. So, around, probably around 7,300 hours total time. Maybe 3,700, 3,800
12 in the Challenger Series 600 series. Probably around 1,000 more so 4,500, 4,600,
13 4,700 hours total of jet time. I have a very interesting background. I picked up my
14 rating, private at around 21, part 61.

15 And I went to Sandford to finish my ratings with a school called Commair
16 Academy and then started banner towing. And went through banner towing into
17 Government work, repossessions, and other odd work with the Government. Then I
18 started getting on some 91 jobs with jets and out into the jets. I wanted a more
19 structured employment. So, I got lucky and got hired on with Hop-a-Jet.

20 Q. Okay, so it sounds like Hop-A-Jet has really been your professional
21 employer for pretty much your entire career then, is that --

22 A. That's how I feel.

23 Q. Okay. That's good.

24 A. I've had the luxury to contract here and there many years back with, you
25 know, a few different companies, part 91 and stuff like that. So, I've gotten the

1 opportunity to see how other, other crews operate or other you know, companies
2 operate here and there with jets and in the 91 world we'll say.

3 Q. Okay, thank you. Thank you for that. Okay, we're here to discuss your
4 experience of flying with Mr. Edwin Murphy. He was the Captain of Hop-a-Jet 823 on
5 the accident flight on February 9th. Can you -- and I don't we don't need exact or
6 precise answers, but can you tell us how many times about he flew with Mr. Murphy
7 and how recently those flights were?

8 A. You know, now that I think back it's probably been, it could be a year
9 since I flew with him, to be honest. I can't tell you how many times I flew with him. I
10 would say I've flown -- I don't even know if I can put a number on it to be honest with
11 you.

12 Q. I mean, would it be something like dozens? Or --

13 A. What's that?

14 Q. Would it be something like dozens or just a handful? Or --

15 A. No, we're talking like, hundreds or something like that.

16 Q. Okay, so although not, not recent, but lots of previous experience. So, I
17 guess what, what I'd like to do, and I, and I realize it's been a year or so since you've
18 flown with him. But can you think back and recall what it was like, you know, well, well,
19 first of all, were most of the times was Ed in the Captain's seat? And you at First
20 Officer? Or, or was it, was it trade off, both, both ways.

21 A. It was a tradeoff. And I'm sorry, if I keep putting my camera closer,
22 because, like I said, I'm having a little bit of a hard time hearing. You know, when I first
23 got introduced into the Challenger, of course, I stayed a little more in the right seat,
24 and then you know, weather dependent and everything.

25 Until, you know, I got more comfortable, and then he got more

1 comfortable with me. And then, then sure, we would just switch on a day-by-day basis.
2 If we were out on a four-day trip, I'd fly two from the left, and he fly two from the left.

3 Q. This is the Challenger in the, in the Lear 60s, actually, because I flew with
4 Edward Murphy all the way back in the Lears.

5 A. Okay. Can you walk us through what you guys do in pre-flight planning?
6 Do you do your own pre-flight planning? Or do you have a flight planning service?

7 Q. We, you know, the company sets up, sorry, because I'm trying to, I'm
8 trying to wake up as quick as I can. This was over an hour back from what I thought we
9 were. We get reports sent out from the company to give us a, you know, a score, if you
10 will, like a threat score.

11 And so, we start getting a little bit of feed from the company and we
12 generally do all of our own planning, you know, our flight planning and weight and
13 balance and weather reporting. Every, yes, we look at our own.

14 That guy that's in the left seat, you know, maybe as you're transitioning
15 from the right to the left, you know, the right guy will be planning under the
16 supervision of the guy in the left. But the majority of the times, yes, the Captain will be
17 taken care of pretty much everything.

18 Q. Okay, and when you go through that pre-flight planning process, how
19 much interaction do you have? Or do you remember Ed doing that with you, and were
20 there any idiosyncrasies that he had going through that pre-flight planning process or?

21 A. It was more of a weather dependent thing from what I recall. I mean if we
22 were, you know, hurricane season we'd be a little more in touch with, with each other
23 over the phone. You know, even the day before, or maybe even two days before, you
24 know, looking ahead at what to expect with the weather.

25 And it depended on how many legs, you know, we had also, as far as fuel

1 planning and stuff like that's concerned. If it was a normal day, I would say, you know,
2 we would just meet up in the morning or afternoon, whatever, you know, before the
3 flight, and we would just go over the weather and go over fuel reserves and, you know,
4 runway lengths and performances.

5 If, you know, if, if there was a true reason to really, you know, dig in deep
6 into the, you know, you're going into a 5000-foot strip or less, hope that makes sense
7 for you. But I would say Captain Murphy was pretty thorough in that. And when we got
8 into, this would include fuel planning also. Fuel plan speaking or just weather right
9 now?

10 Q. Yes, sure, fuel planning too.

11 A. Yes, he was actually out of, probably out of anybody I know, in the
12 company, he had his little, we call it folder we'll just say for lack of a better word
13 because I'm still waiting on the caffeine to kick in.

14 That he would carry around, and he would, if we were on a three-day trip,
15 he would have literally written down the fuel planning for every single leg, and he
16 would monitor that as we would land and you know, see how accurate his, his fuel
17 planning was throughout the whole trip. Pretty impressive with that, actually.

18 Q. So he probably tracked that more than, than most others?

19 A. I would say yes.

20 Q. Okay, okay, I would like to go on to talking about his style of flying. And
21 by that, I mean, you know, things like, when does, when after takeoff, when did he
22 engage the autopilot, auto throttles things like that. And when, when would you
23 disengage them or descend for landing? Just, I mean, anything you can remember of
24 flying with him as to how he would do that.

25 A. Murphy was very structured and all that. Like, it would be more of a

1 weather dependent and, you know, wind dependent thing also, it's kind of hard to pin
2 down. I mean, as far as, say, standard operating procedures were concerned, I mean,
3 he would never, you know, hit the autopilot on before or, or take it off, you know,
4 below 80 feet on a precision approach, or.

5 He was very structured in that and on visual approaches, he, you know,
6 again, it would depend. He was probably more of a hands-on guy on the visuals.
7 Where some people might want to make automation work a little more, he would,
8 most likely if he didn't like what he was seeing, he would, you know, just disconnect the
9 autopilot, and fly the aircraft. So I hope that helps.

10 Q. So, he was, that does, and he was being vectored into final? I think he
11 was he was instructed to turn base at about a five one point. And again, I know you
12 weren't there on this flight, but typically, when you're in that kind of environment,
13 would he have disconnected the auto, autopilot at that point just to make that turn? Or
14 would you, would he dial in at heading, at that point?

15 A. I think it would probably depend on how comfortable we felt with his, with
16 his altitude, his high, you know, above the ground and everything and his proximity to
17 the airport as far as, say, three miles being around 900 feet or something like that.

18 I didn't honestly, I've never really looked too thoroughly into you know, I
19 don't have access to the, you know, the transcripts or anything like that, of course, but I
20 didn't even really follow anything online too much.

21 I'm kind of sitting back on this, but he was very structured as far as,
22 generally, as far as his traffic patterns were concerned where he didn't like rounded
23 bases to fly. No, he would be more of a squared off and very structured.

24 Of course, if you know they were telling him we need to go straight to the
25 numbers or something like that, he probably still would have tried in my opinion, the

1 square the pattern up a little bit. But it is a very, very good possibility he would have
2 disconnected the autopilot, if he, if he was a little high or if he got turned in for a visual
3 on a shorter notice for sure.

4 Q. Okay, if, along with that, would, would he, would the auto throttles have
5 been disconnected at that same point, or do you typically allow the auto throttles to
6 continue on until, you know, somewhere further down off on approach?

7 By the way, he was, he was at 2,000 feet on a five-mile right base when it
8 was given, he was going to run five miles down when, when it was given the right turn
9 for the base at 2000 feet. So he was, he was not low. And in fact, if anything, he was a
10 little bit high. But so he may or may not have disconnected the autopilot. But how
11 about the auto throttles, would those probably have remained engaged?

12 A. I probably would say they probably would remain engaged, and he
13 would just be manipulating them manually. He, he manually manipulate, manipulated
14 the throttles a lot even with the auto throttles on. You know, obviously, this is all
15 speculation, but I would, I would say he probably would have kept the auto throttles on
16 until final. But you know, I have obviously no way of telling I mean, right, in that regard.

17 Q. Okay. Well, that's fine.

18 A. Because if he was very, you know if he was fast, he might have went ahead
19 and shut them off. Of course, he thought he was a little bit too fast and then --

20 Q. You mean shut the auto throttles off?

21 A. Yes, correct.

22 Q. Okay. Let me have you back up a little bit, and talk about, and again, I'm
23 not Challenger rated. So what kind of checklists do you do from, well, actually, let's
24 start with the, an arrival or an approach briefing. Would you do that prior to type of
25 descent?

1 A. I would say it would be done prior to descent, normally. It could be done
2 in the descent, obviously, above 10,000 feet, but again, that would probably be more
3 weather dependent with him. If we were heading into some lower visibility and ceiling,
4 we, you know, we probably would have briefed it in cruise.

5 And then again, before top of descent, and then, you know, we would
6 have left the descent open for descent checks and in range when we get down lower
7 and everything. If that answers your question.

8 Q. Yes, it does. And for this flight, it was, it was VFR, very nice actually,
9 weather was not a factor at all.

10 A. Right.

11 Q. Okay, continuing on with the, the theme of the descent, can you walk us
12 through the checklists that you accomplished, you know, from, from cruise, all the way
13 to the beginning on top of descent and all the way down. And again, this is not a check
14 ride. So, I'm just trying to, I'm trying to just learn about the Challenger. And you know
15 --

16 A. I got you. If you gave me the after-star check, I know that all by heart, so.

17 Q. Okay.

18 A. You know, cruise, cruise check would be mostly just fuel monitoring. And,
19 you know, fuel balancing. Typically, the Challenger can get a little heavy on one side
20 or the other. And there's never, we've never figured out why. There's no rhyme or
21 reason to it, but she'll, she'll move her own fuel around sometimes.

22 So, we keep an eye on the fuel balance. And descent checks you're
23 looking at, you know, by then you should have ATIS picked up. You should have your
24 performance data from the ATIS set in.

25 Obviously, this depends on if they're, you know, how close you are to the

1 field if you can even get ATIS at that time. You know, sometimes you're out too far to
2 be able to pick up any weather information.

3 If it doesn't have, you know, something you can pick up on Wi-Fi, you
4 can't, you can't do it until maybe mid-descent or something like that. But you're
5 basically putting all your, your arrival data in. You know, entering it into the FMS for
6 performance and everything like that.

7 As you get in closer, it could be anywhere from, you know, after, after the
8 descent checks are complete, it could be anywhere from, you know, 25 miles, or closer.
9 Most likely, I'm just giving you an exact, you know, a general, generalization of the in-
10 range check.

11 I probably do it, you know, 15, 12 miles somewhere around there. Again,
12 if you know you're heading into some nasty weather, it might be something you
13 complete a little earlier just to have less on your plate, as you as you approach into the
14 field. Coming in on a visual, you know, 12 miles, 10 miles is fine.

15 The in-range check would be complete. You start up the APU, transfer
16 the bleeds over. By this time, everything should, everything should be completed and
17 you're standing by before landing checks. Are we going?

18 Q. Yes, well, well, let me ask you, you said start the APU and, and transfer the
19 bleeds over. Is righting the APU an SOP thing? And is it, and is it strictly for passenger
20 comfort? Or is there an operational reason for the APU to be righted?

21 A. I feel like I'm on the spot. You can, it's pretty much, I'm trying to, I'm
22 trying to think back if it's an actual SOP or not. I mean, I look at it as an SOP because
23 and I have my own reasons for that. You know, if you lose a generator or something
24 like that, it's no big deal.

25 If you already have your generator online. I'm going to not answer if it's

1 an SOP, I consider it to be an SOP. I know I just kind of screwed my words up there a
2 little bit, but I'll call it an SOP. We generally have the APU running and the bleeds
3 transferred, yes. And again, there's, there's more than just passenger comfort. We do
4 it in the summertime. You there?

5 Q. Yes, we're still here.

6 A. Sorry, I didn't know if I got cut off. My wife might start calling me here.
7 Summertime, you know, it, because your throttles are back, so you're not getting the
8 airflow. So you're not going to have the cooling ability as you would if the packs are,
9 you know, running off the, you know, the bleeds are running off the APU versus the
10 engines.

11 And so, it could be a comfort thing. And it's also, in my opinion, kind of
12 another safety thing because you get another generator online. So, you don't have to
13 worry if you lose a generator and flaps are operating at half speed, or.

14 We've seen some interesting generator failures, you know, I have, I'll say
15 in the past. And it would eliminate, you know, any, any issues, so I'm going to say SOP.
16 And I would be very surprised if they didn't have it on by the time they're well before,
17 before landing check.

18 Q. Okay, that's good. Now, I'm going to ask a very specific question about,
19 is there anything that any part of one of the checklists or procedures during the
20 descent that would cause either pilot to reach across the cockpit down on the console
21 level? You know, behind the throttles? I know, the auto throttles, or the thrust reverse
22 switches are down there. Is there anything else that's down there that you would reach
23 for during descent?

24 A. No. No, there's nothing over there. And generally, your, you know, your
25 thrust reversers are on the before landing check. That's, you know, I would consider

1 that to be SOP because that's what the checklist says. The, you know, the altimeter is
2 nowhere near the throttle quadrant, you know, it's on the other side, but it's nowhere
3 near. I would say there's nothing anybody should be reaching over, left, or right on the
4 descent checkup at all, no.

5 Q. Okay. This is kind of an off the wall question, but if you, did you all bring
6 your own meal, lunches, food, or things like that? And would then, would you ever put
7 those on the center console? Or did you have an area over on your, on the outboard
8 side of your seat to put food, drinks, things like that?

9 A. Yes, nobody puts anything in the center. Okay, anybody that I've ever
10 flown with, you know, I'm sure you're aware that that cockpit is absolutely massive. I
11 can speak, I've never seen Murphy, nor myself, or anybody I fly with put anything
12 remotely close to the center console, we'll call it you know.

13 Murphy kept this stuff over on the left side. And if he brought something
14 or some people put it under, you know, right around their, under their seat or
15 something like that, but no, nothing would ever be near the throttle quadrants or any
16 anything in the center, no.

17 Q. Okay. Here's an interesting, did you ever have an emergency while flying
18 with Mr. Murphy?

19 A. No.

20 Q. Okay. And I know, and this is this is a hard question. But I will, I'm trying
21 to figure out how well did, did Mr. Murphy work with other crew members? I mean, I
22 mean, what were his crew, crew resource management skills? Do you think that they
23 were there were good?

24 A. I would consider his skill, I would consider his CRM to be to be good, yes.
25 He was very strict, we'll say.

1 Q. Okay, that's, that's a good answer. And I'm almost near the end. I just
2 have a few other questions. How do you like Hop-a-Jet as an employer? Are they
3 good to work for?

4 A. I'm very happy. You know, this is this is recorded, and it'll be put out, so,
5 you know.

6 Q. So, that makes you happy?

7 A. No, I, honestly, I'm very happy. I mean, I've been there eight years. They,
8 I believe they've made me a better pilot. And you know, they have a lot of, you know,
9 you look at Captain Donato over there somewhere on this camera. You know, you
10 Murphy, Steele. We have a tremendous amount of experience that I've been able to
11 tap into with the company.

12 Our Chief Pilot is very knowledgeable and the Challengers. I'm not going
13 to sit here, and you know, fluff everything up. But I'm very impressed, actually, with the
14 company. It's a very well-oiled machine. I wouldn't have been with the company for so
15 long. I believe they've made me more structured and what, what I was looking to get
16 out of a company, Hop-a-Jet actually has that. And I've been able to tap into that, so.

17 Q. How many pilots work at Hop-a-Jet? Do you know?

18 A. As we sit here, I can't really tell you. I know, you know, for the, speaking
19 of the Challenger crew, I guess, right now we have, obviously we lost two. I'd say we're
20 right around, whittled down to about six right now.

21 Q. Okay. Is everybody based in Fort Lauderdale Executive?

22 A. Correct, yes. That I'm aware of, yes.

23 Q. Do you ever feel any pressure from management to complete a mission
24 or anything like that?

25 A. No, I mean, obviously, you know, there might have been a couple of

1 situations here or there where they, we had a generator failure, for example. And, you
2 know, there might be a little pressure as far as, hey, can we MEL this, can we do this?

3 You know, just normal, normal, you know, money-making, decision-
4 making pressure, which is to be expected in any company. I've never been threatened
5 or, you know, anything like that at all. When, when we put our foot down, and say no,
6 that's it. And they're very good about that.

7 Q. Okay. That's --

8 A. And our Chief Pilot actually is very good at backing us up with stuff like
9 that.

10 CAPT STONE: Okay. That's the last of my questions. So I'm actually
11 going to turn it over to Anthony to see if he has any questions to ask you. Anthony?

12 BY MR. DONATO:

13 Q. Hi. Terry?

14 A. Yes, sir.

15 Q. Good, there you are. How are you doing? No, I don't have that many --

16 A. I'm going to keep up to my ear. I'm sorry, because I, try to speak up a
17 little bit, because I can't hear you for some reason.

18 Q. Okay, how about now?

19 A. Pretty good.

20 Q. Good. No major questions. I just want to just clarify a couple questions
21 that Rocky mentioned to you. Regarding the APU starting to APU up, I know, we keep
22 referring, referring back to SOPs.

23 But as you know, and you probably maybe just forgot about the, if we
24 were going into an airport that was weather dependent, ice, snow, what we had a run,
25 heats, wind heats and the cell heats, it is required to transfer the bleeds over to APU.

1 And that would be another reason having the APU on. But in the
2 circumstance that Ed had, you're right. And they did it primarily for like you said, as a
3 backup, being it's a Dash 150 APU, the generator would automatically switch over as
4 well as eliminate any pressurization bumps. Is that correct?

5 A. Yes, that is correct. That's why I don't know if I, maybe I didn't elaborate
6 on that. That's why, I thought I said that if there was, you know, weather. I guess I
7 didn't elaborate that it would have been for, you know, the anti-ice system. But yes, we
8 would definitely have it on further out than we would, you know, going in inclement
9 weather than we would if we were on a beautiful visual approach.

10 Q. Sure. No, I understand. And you know about the visual approach the
11 flight path and the configuration he was in, I know you weren't you haven't seen any
12 data or heard any data regarding what actually, what was going on. But based on,
13 what's out there in the industry ADS-B data, YouTube data, if you've seen any of that
14 you think that configuration, altitude, distance was appropriate for a visual approach?

15 A. From what I've seen, Anthony, yes, I do. But again, I haven't really, you
16 know, obviously, like you got it, you know, you studied it pretty good. And I know
17 there's a lot of people out there that have.

18 I didn't see anything inappropriate with the configuration or, or the, you
19 know, method of entry or turn, or I didn't see anything that I wouldn't deem that I
20 would deem unsafe at all or, you know, out of standards for sure.

21 Q. No, I understand. And I am, I can say, it's not a question. This is not a
22 question. I'm very happy to hear about what you said about Ed regarding his due
23 diligence. That is one thing I remember from Ed.

24 He came on board with this information rewritten several times.
25 Destination departure, all in order, how much fuel, how long is it going to take, FBO.

1 He had it all logistically in order. With me, I put it up in my head where I refer back to
2 the flight check. But you're exactly right.

3 A. I'm with you. Yes, I'm with you. We, you know, we keep it more in our
4 head. And he had that, that folder that, you know, he had every single leg listed out
5 for, for everything. From his, you know, fuel that he wants to put on because we, you
6 know, very, very structured as far as his, we'll land here, we're going to put this much
7 on and continue on. And, you know, we might need a little more at this airport,
8 because, you know, we're down to minimums and blah, blah, blah. For sure, definitely.

9 Q. Exactly. Yes, I agree.

10 MR. DONATO: That's all I have to say. Thanks, Terry.

11 CAPT STONE: Thank you. Thanks, Anthony. Matt, any questions?

12 MR. RIGSBY: Hello, Terry. Yes, Rocky, just a couple.

13 BY MR. RIGSBY:

14 Q. Terry, did you and I apologize if I missed it, how much Challenger time
15 did you have?

16 A. Do I have now? I'd say 3,600, 3,700 hours, around there somewhere?

17 Q. Okay. And did you get your training at CAE? Was it Hop-a-Jet in-house?
18 Or where did you get your Challenger training?

19 A. No, it's CAE out in Dallas.

20 Q. Okay. Do you know --

21 A. We -- go ahead, I'm sorry.

22 Q. Do all Hop-a-Jet pilots receive their training at CAE, as far as you're
23 aware?

24 A. Yes, yes, we do. And we are, we are notorious in a good way out there.
25 They're very happy to see us when we get out there.

1 Q. Okay. Was Ed, when you first came to Hop-a-Jet, was Ed the first one that
2 you flew the Challenger with? I know you said it been a while --

3 A. No. Meaning my first flight on the Challenger was, was Chris Steele,
4 actually.

5 Q. Was, when you flew with Ed, was he the type of pilot or Captain that
6 would share his tribal knowledge of the aircraft with you?

7 A. Yes, he was. He helped me out a lot in the Learjet 60, for sure. He was,
8 he was a Lear guru. He was incredible in the Learjet. He wasn't in the Challenger too
9 far before me, I believe he might have been in there, year, year, and a half. Don't
10 quote me on any of that, please.

11 But he was very, he was, he was excellent for that, yes. He would actually
12 share a lot of knowledge that he would have. And it would, could, could just be
13 general airmanship. You know, you know and, Murphy actually flew, you know, where I
14 came from a background where I've literally flown every single piston probably every
15 single turbo prop, every, I've flown over 60 different types of aircrafts with my
16 government, and stuff like that, and work.

17 And Murphy basically started out on Learjets, he started out in jets. I
18 mean his experience in jets is significant. If that answers your question. He would
19 definitely share, you know, what knowledge he had.

20 And actually, he was one of the few guys that when he would get back
21 from CAE, you know, CAE was an incredible experience for all of us really, or it is.
22 Because we, you get to be around such a tremendous amount of knowledge from
23 other companies and other people and Hop-a-Jet actually is a very large contributor to
24 that.

25 Like, I'm notorious out there, they know me very well, in a good way, this

1 is all in a good way. And we get to share knowledge of, you know, aircraft type specific
2 idiosyncrasies or little, little details or issues here or there.

3 And every, you know, we would learn something new, which is incredible,
4 because, you know, after X amount of years, you know, it's more and more difficult to
5 learn, you know, as you gain more experience.

6 Or there's so much information, you might forget some, and then you get
7 reminded when you go back, but he would always come back. And I remember some
8 flights that I would do with him. And he would always share exactly what he learned,
9 and he was very proud and very excited to teach whatever new thing that he knew
10 coming back.

11 Q. Okay, awesome. Thank you. I know you mentioned he has a lot of
12 paperwork with him. Planning, all that, is it, is it all paperwork? Or is there electronic
13 flight bags as well? Like an iPad or something like that that Hop-a-Jet provides for you
14 all?

15 A. Of course. Yes, we all have our EFBs, you know, provided for by the
16 company. We have, you know, we have to keep it charged up and everything or a
17 specific amount. And, yes, he always had his EFB you know, his iPad with him and we
18 have access to just about any kind of information we need.

19 And then, he would have all of his paperwork, yes, for sure. His
20 paperwork was mostly just, you know, fuel planning. And, you know, trip details of you
21 know, we're going to Atlantic Aviation or and with minimum fuels here. It was more of
22 a fuel planning, I guess we'd say, and passenger planning than anything else.

23 Q. Okay. During your pre-flight planning with Ed, did you guys ever discuss
24 in an emergency who the flying pilot will be?

25 A. Always, yes. That's in our or give me one second here again, I'm sorry.

1 Kind of abruptly into this, did to myself, but yes, during our taxi check, obviously,
2 safety, allowing it we'd always give a pre-flight briefing, you know.

3 And we would all have basically the same briefing as it goes through.
4 We'd run through you know, runway distance, where the winds coming from, you
5 know, our speeds, our power setting is verified, you know, and the N1, and our, you
6 know, our anything below 80 will abort, 80 to V1, abort for whatever reasons.

7 And definitely, we would brief this as our emergency return if we need a
8 longer runway, because, whatever hydraulic failure, flap failure, you know, we'll go
9 here or there. And it would obviously increase, you know, if we needed a take-off
10 alternate or something like that. And weather dependent, it would be a little more
11 lengthy or more in depth or thorough. And, yes, Murphy, from what I recall has never
12 missed a takeoff brief.

13 Q. Okay. And just last question, so you're the, how about interaction with the
14 cabin attendants? Did you witness that with Ed? And as far as like, pre-flight briefing,
15 the passengers, and the cabinet attendant?

16 A. He would always share whatever information needed. You know, the
17 flight attendants are briefed as far as you know, emergency exits and stuff like that, if
18 that's what you're speaking about. You know, a lot of that, our flight attendants are
19 very well aware of all of that, and Murphy would partake in that. And if obviously, if our
20 automated briefer, didn't work, he would be giving a verbal briefing to the passengers,
21 which of course, would include the flight attendants also.

22 MR. RIGSBY: Okay. I think that's it. The rest of my questions have been
23 asked and answered. So thank you, Terry.

24 MR. HUENEFELD: Okay, you're very welcome.

25 CAPT STONE: And thank you, Matt.

1 BY CAPT STONE:

2 Q. And I actually only have one follow up question, and that's, you
3 mentioned Wi-Fi in your briefing, is that a, you have Wi-Fi in the cockpit that you can
4 get operationally? And does that work pretty much everywhere or?

5 A. Within the confined of land we'll say.

6 Q. Okay. And, and --

7 A. We're not, we're not getting it too far offshore.

8 Q. Yes, but something like ATIS, I know not all airports publish ATIS on
9 places where you can get them Wi-Fi. Would, I mean, I don't know, it's not fair for me
10 to ask you this. But would Naples be one of those airports where you could get ATIS
11 over

12 Wi-Fi or do you, I mean, you can tell me what was a fair answer, but.

13 A. I could tell you really quick and I could look at it, but I, I'm not sure. I
14 would say, you know, you can get your, you're probably not your ADIS in Naples?
15 Probably not. But I don't know, really?

16 I'm not sure. I don't, we frequent Naples, you know, but I don't recall if
17 like I can picture the airport in my mind and you know, the ground layout and
18 everything, but I'm not sure. You can get the weather information. I'm not sure if it's
19 the actual ATIS.

20 Q. Okay.

21 CAPT STONE: Well, that's really all I have, Anthony, do you have any
22 follow up?

23 MR. DONATO: Well, I'm going probably say is that I'm going to go with
24 what Terry said. The ATIS is via the web, using our phone is probably not available.
25 But I think RSW would be available.

1 That's just a large airport that supports that. Unfortunately, we wish a lot
2 more airports would have that, because that would minimize a lot of static and waiting
3 to the last minute. Versus getting it in route ahead of time.

4 CAPT STONE: Okay.

5 MR. DONATO: But that's all. No questions.

6 CAPT STONE: Okay. Thank you, Anthony. Matt, any follow up?

7 MR. RIGSBY: I don't think so, Rocky, thank you. Thank you, Terry.

8 CAPT STONE: Okay, and I know I said, I'm done. But I do have two last
9 questions. Parting questions.

10 BY CAPT STONE:

11 Q. Is there anything that you expected that we would ask you that that you
12 would like to tell us about that we didn't ask you?

13 A. No.

14 Q. Okay. And is there anyone else that you think that we should talk, talk
15 with to learn more about Ed's flying style?

16 A. Obviously any first officer, but I can't really think of one offhand. That's,
17 I'm not sure who's been flying with him the most. But Chris Steele is going to be your,
18 your go to man because he's the check airman. So I would say he'd be a very valuable
19 source of information.

20 CAPT STONE: Okay. Well, we, we actually, we are talking to him later.
21 So with that, I'd just want to say, thank you very much. I think this has been very helpful.
22 And it's, I think it's very good to have it documented. So like I said, it'll go on the public
23 docket, and we appreciate your help and your education of us on how Ed Murphy flew
24 and how the Challenger works. Appreciate all that. So with that, thank you very much.
25 And I'm going to --

1 MR. HUENEFELD: Thank you, guys, thank you. I'm released?

2 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: BOMBARDIER PLANE FATALLY COLLIDES
 WITH VEHICLE ON INTERSTATE 75
 IN NAPLES, FLORIDA ON FEBRUARY 9, 2024
 Interview of Terry Huenefeld

ACCIDENT NO.: ERA24FA110

PLACE: via telephone

DATE: April 1, 2024

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



Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:

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BOMBARDIER PLANE FATALLY

*

COLLIDES WITH VEHICLE ON

* Accident No.: ERA24FA110

INTERSTATE 75 IN NAPLES, FLORIDA

*

ON FEBRUARY 9, 2024

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Interview of: CHRISTOPHER STEELE, Pilot

Hop-A-Jet Airlines

via telephone

Monday,
April 1, 2024

APPEARANCES:

CAPTAIN ROCKY STONE, Operational Factors Investigator
National Transportation Safety Board

ANTHONY DONATO
Hop-A-Jet Airlines

MATT RIGSBY
Office of Accident Investigation
Federal Aviation Administration

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INTERVIEW

(10:05 a.m. CDT)

CAPT STONE: Okay. My name is Rocky Stone and I'm an operations -- operational factors investigator with the NTSB. It's 10:05 Central Daylight Time on April 1, 2024, and today we are interviewing Mr. Chris Steele, a captain and a line check airman for Hop-A-Jet Airlines. And this is for NTSB investigation number ERA24FA110 involving Hop-A-Jet flight 823 on February 9th from Ohio State Airport to Naples Airport.

And our primary focus today is to document the flying style of Mr. Edward Murphy, the pilot in command, and Mr. Ian Hoffman, the second in command of Hop-A-Jet 823 on the accident flight.

I'm not a Challenger-rated pilot and that's one of the reasons we have Anthony here to help us ask questions. And Matt also. He's a pilot, but he's not Challenger-rated either. So we're really looking for you to help educate us about flying a Challenger and the appropriateness of how Ed and Ian would have done that.

Okay. Assisting with the interview today I've got Anthony Donato. He's representing Hop-A-Jet. And Matt Rigsby of the FAA. Matt is from the safety side of the FAA and not the enforcement side. I'll let him talk more about that.

Just another -- couple other preambles. The NTSB, we're an independent federal agency charged with determining the probable cause of transportation accidents and making recommendations to present -- we see you, Chris, thanks.

MR. STEELE: I found it.

UNIDENTIFIED SPEAKER: There you go.

CAPT STONE: Okay. And making recommendations to prevent future occurrences. The NTSB is not a part of the Department of Transportation or the FAA

1 and we have no regulatory or enforcement of powers.

2 And now I want Anthony and Matt to introduce themselves. So Anthony --

3 MR. DONATO: Hi Chris, you know me. I'm Anthony Donato. I fly at Hop-
4 A-Jet. And my primary purpose is just to assist NTSB regarding November 823 Kilo
5 Delta's accident.

6 CAPT STONE: And Matt?

7 MR. STEELE: So we have met before? Is that what you're saying? Okay.

8 (Laughter)

9 MR. RIGSBY: Hey Chris, Matt Rigsby with the FAA's Office of
10 (indiscernible). I'm actually the FAA IAC for this accident. On the FAA side of the
11 house, we're purely here for the safety investigation. I hold no enforcement authority. I
12 don't wear a black hat or -- anything you say here is protected speech and so just feel
13 free, comfortable, nothing you say here I can -- I can't even turn it over to enforcement
14 investigation or anything like that. So just, just be comfortable and that type of thing.
15 So --

16 (Crosstalk)

17 CAPT STONE: Great. And Chris, is there anybody here that you object to
18 being present for this interview?

19 MR. STEELE: No, not at all.

20 CAPT STONE: Okay. And today we will be recording the interview and
21 we're going to be sending that recording out for transcription. You'll -- all the party
22 members will have a chance to review that transcription and correct it for typographical
23 errors. If you do want to change one of your answers later on, we actually won't
24 change the official -- the original transcript after the typographical errors are fixed, but
25 we can -- you know, we will allow you to amend an answer later on by, you know, doing

1 an addendum to the transcript and we'll attach that at the end of the transcript if we
2 need to correct anything.

3 And once again the purpose of the NTSB investigation is to determine the
4 probable cause to prevent reoccurrence. And our role is not to assign blame. So
5 we're not -- we're simply here for you to share your experiences of -- and observations
6 of flying with Ed and Ian.

7 Having said that, though, we can't offer confidentiality because the
8 transcript of this interview will eventually be accessible to the public on the NTSB's
9 docket system. And that'll happen before the final report is published.

10 The way we're going to run this today is we'll -- each group member will
11 have a chance to ask questions. We'll ask questions one at a time without interruption
12 from the person who's asking the questions. And they'll be an opportunity for each
13 group member to ask follow-up questions on a second round, or, you know, after the
14 first round.

15 Please let us know if you need to take a break at any time. We can resume
16 as needed. And also, just answer the questions to the best of your recollection. If you
17 don't understand a question, just say so. And, you know, if -- also if you've misstated
18 something and you want to correct it, please do so and -- you know, and I don't know
19 is also a very adequate answer if, if it comes up to that.

20 You are entitled to have one representative of your choosing. Did you
21 want to have a representative today?

22 MR. STEELE: No.

23 CAPT STONE: Okay. And with that we will begin the questions.

24 INTERVIEW OF CHRIS STEELE

25 BY CAPT STONE:

1 Q. And I'll start with the really hard question. Can you give us your full name,
2 including the spelling of your last name, Chris? Christopher Scott Steele, S-t-e-e-l-
3 e.

4 Q. Okay. Great, and how old are you?

5 A. Fifty-three, I think.

6 Q. Okay. And who are you employed by?

7 A. Hop-A-Jet Worldwide Jet Charter.

8 Q. Okay. And your current position there?

9 A. Line captain and check airman.

10 Q. Okay. And your date of hire with Hop-A-Jet?

11 A. I can't give you the exact date, but it was let's just say July of 1999.

12 Q. Okay. And you are based on Ft. Lauderdale Executive; is that correct?

13 A. Correct.

14 Q. Do you have any other airplanes you fly for Hop-A-Jet or is it just the
15 Challenger?

16 A. I am technically still qualified and current as a Lear 60 check airman. I
17 don't actively participate generally except for one check ride a year I check the other --
18 the Lear 60 check airman, I check him once a year. And other than that I don't fly
19 anything else other than the Challenger 604 and Challenger 605.

20 Q. Okay. Do you have any other outside employment outside of Hop-A-Jet?

21 A. No.

22 Q. Okay. Can you give us a brief summary of your aviation background,
23 where you came from, how -- how you got involved in flying, you know?

24 A. If you really want to go back that far and say how I actually got involved in
25 flying, believe it or not, this is a true story. I was kind of, I would say floundering in life,

1 but I was not on a path leading to anywhere. I wasn't a hoodlum by any means, but I
2 wasn't doing much with my life. And I literally got a flyer on my windshield as I was
3 going to technical school. And got a flyer on my windshield for an introductory flight
4 and I took it home to my parents and said this is what I want to do. Did that, started
5 flight training in the Boston area at Bedford. That didn't go too well because the
6 weather was always so bad and I could never solo. So we made the decision that I was
7 going to go to Florida to Comair Aviation Academy in Sanford, Florida, and went there.
8 Did my training through commercial multi-engine. The CFI program at the time at
9 Comair was terrible, and a bunch of my friends were going to a little flight school in
10 Tallahassee, which I did. Got my CFI ratings there; instructed there for a couple years.
11 Then actually got out of aviation for a little while until a good friend of mine got me the
12 job flying at a company called Bimini Island Air here at FXE, Ft. Lauderdale, flying
13 Cessna 402s and then Metroliners. Did that for a few years until I was urged by the
14 same person who got me the job flying the piston stuff or propeller stuff in the
15 Bahamas. Same person got me the job at Hop-A-Jet, and that was almost 25 years
16 ago.

17 Q. Wow, that's --

18 A. Flew there -- started flying Learjets, 35s, 55s, then ultimately the 60s when
19 we got those in the early 2000s. And then have been in the Challenger since 2016.
20 Yes, 2016.

21 Q. Okay. Wow, fantastic. I have four years of being a CFI at Bedford Airport
22 in Massachusetts so I'm quite familiar with that.

23 A. How about that. What school was it?

24 Q. Well, I was independent. I had --

25 A. Okay.

1 Q. I had a buddy who owned a Cessna 150 and he let me instruct in it. So --

2 A. That would have been funny if we were at the same school around the
3 same time.

4 Q. Yeah, we would probably -- if you were there between '76 and '80, that's
5 when I was instructing there.

6 A. That was way before my time. I was only 10 years old then. So it was in -- I
7 was there in probably '95.

8 Q. Well, I definitely --

9 A. (Indiscernible) it was in '89. In about '89 to '90 I was there.

10 Q. Well, I agree with you about the weather and I remember actually having
11 to chip the 150 out of the ice 'cause it had rained and frozen over and we had the
12 icepick out there trying to chip the tires out of the ice to get --

13 A. Right, and then there was also active military then.

14 Q. Yes.

15 A. So there were constantly F16s through the traffic pattern.

16 Q. Yup. Anyway. (Indiscernible) on a tangent here. Can you give us your
17 FAA certificates and ratings?

18 A. I have the three-type ratings, which are the Learjet, LR jet, which covers a
19 variety of different Learjets, early model Learjets, Lear 60, and Challenger CL60 which
20 covers multiple Challengers, 604, 605, 650 being the most significant ones that I
21 actually operate today.

22 Q. Okay. And ATP you have?

23 A. Yes, ATP and then, I think, what does it say, commercial single engine. I
24 believe it still says on there, but yes, ATP, yes.

25 Q. Okay. Any limitations?

1 A. No.

2 Q. Okay. And this doesn't have to be exact, but do you have an approximate
3 total of total time and maybe hours from the Challenger?

4 A. I have total times in the low 18 thousands, let's call it 18,100. And in the
5 Challenger, without looking, I would guess in -- let's see, so it's been 8 years, probably
6 4 -- between 4,--- and 5,000 in Challenger.

7 Q. Okay. Let's see, so we're going to change the discussion to talking about
8 flying with both Edward Murphy and Ian Hoffman. And can you give us an idea of --
9 well, I know -- one of the reasons we asked you -- to talk to you is when we looked at
10 the 30-day flying history of Ian, in particular, he had really only flown with two, two
11 other pilots during that 30-day period, and the primary one was Edward Murphy, the
12 accident pilot, but you were the one that came up second-most. I think you had flown
13 with him, you know, at least a half a dozen flights in the 30 days prior to the accident.
14 So I'd like to start out with talking about Ian and just -- and actually, let me ask you, I
15 mean, were you involved with his training or check-out Hop-A-Jet?

16 A. The only training that I did, I did some safety training, emergency drills
17 training with him.

18 Q. Okay.

19 A. Gave him a tour of all the airplanes, different locations of safety
20 equipment, fire extinguishers, et cetera, et cetera, et cetera, because they vary from
21 airplane to airplane. And the only other thing I did with him was in the 135 oral, the
22 135, 293, A1 and 3 through 8 oral, which is an opp specs FARs, you know, that type of
23 oral. As far as any other actual flight training, no, I did not do that. They do all their, all
24 their, flight training, in the simulator at CAE in Dallas.

25 Q. Okay. So -- so the check -- or the 135, the mission, was that actually

1 considered a check ride for him, or --

2 A. An oral. That's all it was.

3 Q. It was an oral, okay. So as an FO -- or as a second in command he doesn't
4 really need a check ride. Is that a true statement?

5 A. Well, he did take a check ride. He did it in the simulator in Dallas. He did
6 take a 297, 293 check ride, flight check. But then as SIC only, the only one he would
7 actually need to be a PIC, full-on PIC, would be a 299, which he would have done with
8 me had he been designated as a PIC, which he was not.

9 Q. Okay. Let's go onto talking about when you flew with him, so basically
10 when you flew with him, you were flying as a line crew. Is that an accurate statement?

11 A. Yup.

12 Q. Okay. When you flew with him were you trading off pilot flying, pilot
13 monitoring duties, you know --

14 A. No.

15 Q. -- (indiscernible) by leg or?

16 A. No, we don't do that, you know, like you do in 121 world where it's
17 basically a mandatory thing that you're going to either trade off legs or however you
18 do it in the 121 world. In the 135 world it's really at the discretion of the captain. I am
19 being new to the airplane, new to the 135 world, et cetera, et cetera, I, in particular -
20 and I think most everybody is the same way - we are more likely to have them, you
21 know, just do their SIC duties, pilot monitoring duties from the right seat until we get
22 comfortable with them, until they prove to us that they have good capabilities in the
23 right seat, understand the workings of the airplane, understand the FMFs, you know,
24 are experienced enough to do, you know, sit in the left seat. We do very little flying.
25 With the 25 years that I've been at Hop-A-Jet, the amount of times that I've had

1 somebody fly the airplane from the right seat, I can probably count on one hand. I just
2 don't like it. I think it's cruel and unusual punishment to have people fly from the right
3 seat. And so did I have him fly a couple legs from the left seat, yes, I did. Not very
4 many. He was, for the most part -- again, as he was still new to the whole operating
5 environment of 135 and the Challenger, he was mostly functioning as the non-flying
6 pilot in the right seat. And were those probably mainly ferry legs that he'd be in the left
7 seat?

8 A. Correct, always, yeah.

9 Q. Always, okay. That's interesting. So basically the right-seater never flies,
10 pretty much?

11 A. No, it just varies. It varies with level of experience and level of
12 competency, et cetera, et cetera, et cetera. It varies from person to person. There are -
13 - I wouldn't say there is such thing in our 135 world as a standard procedure for that.
14 You know, there are no defined rules as to who or when people are going to fly from
15 the left seat. They're not going to fly during live legs, unless they are PIC qualified,
16 meaning they have taken a check ride with me, a 299 check ride, possibly a 297 if they
17 need one. But it just really varies from person to person. The when and if they're
18 going to fly empty legs, let's just assume they are SIC only, it's just going to vary
19 depending on, you know, like I said, their competency level and their comfort level,
20 whether they're going to fly the ferry legs from the left seat.

21 Q. Okay. So how was our comfort level with Ian? Were you -- was he -- I
22 know he was new, but was he learning, was he, you know --

23 A. Definitely. He was still, he was still in the learning world, which, you know,
24 I'm still in the learning world. I hope we all are in this, in this profession that we have
25 chosen. But yes, he was still -- he was still new to the airplane, he was -- which was

1 great. He always asked questions because things he didn't understand. And let's face
2 it, you know, Ian was no spring chicken and this was entirely new to him, this world. He
3 had been flying heavies for the last, I don't even know how many years, many, many,
4 many decades. And flying small airplanes in the 135 world on demand, things are
5 changing all the time. Dynamic situations, it was new to him, and he was still learning,
6 and he was learning at a good rate, but he was still, you know, on the way up.

7 Q. Okay. How would you characterize the inputs you get -- and I'm not, I'm
8 not asking this question about Ian, I'm asking about generally any right seater that you
9 would have that is not left seat qualified, how much input do they have for you when
10 you are the pilot in command.

11 A. Not quite sure I know what you mean by that. What -- how much input do
12 they have.

13 Q. Yeah. So in other words, do you solicit their inputs as far as, you know,
14 how you're flying --

15 A. Absolutely.

16 Q. Yeah, okay.

17 A. Absolutely. You know, I can't say specifically a certain conversation that
18 I've had with any of my copilots. But it's frequent, you know, when we, when we
19 discuss things. Let's say, for example, we're at a high-elevation airport, like, such as
20 Aspen where we go to frequently. I -- we're constantly discussing -- I was just there a
21 week or so ago, and we're constantly discussing the scenario. As we go into Aspen,
22 we're constantly discussing the area asking for input, do you see anything, anything
23 that I'm missing as we discuss the weather conditions, for example, which are the most
24 significant thing when going into or out of Aspen. You know, do you have any input,
25 do you have anything that I'm missing that I'm not briefing properly, whether it's before

1 landing or before departure. Absolutely. And Ian in particular, again, as worldly as he
2 was, you know, you want to talk about something who's been there and done that, in
3 all the places that he's operated, in all the foreign countries, in all the different types of
4 airplane that he's operated, the guy like that can, you know, shed a lot of light on
5 things. You know, he's got the experience. He's seen it. And so, absolutely.
6 Especially somebody like him, I would absolutely solicit information, whether it's in the
7 form of just a story that he has to tell me, or something specific that he's experienced
8 maybe at that even -- even at that particular airport. But yes, I certainly have tried to do
9 that over the years. Tried to get him more involved because sometimes we have guys
10 who just, you know, are kind of there and they are, as the old saying goes, they are
11 gear monkeys. Ian was not a gear monkey. He was there to participate and be
12 involved and to learn and to be an active member of the crew. And he was very good
13 at that. And I enjoyed that part of flying with him.

14 Q. Okay. When Ian is the pilot monitoring, how would operate the cockpit as
15 far as, you know, if there was an ATC heading assignment or an altitude change, would
16 you as the pilot flying be the inputter of those or --

17 A. Yup, definitely, absolutely.

18 Q. And would you just have a verbal confirmation with him or --

19 A. Yup, ATC (indiscernible) heading 180, he repeats it back on the radio, I
20 dial into 180 and then once he's done with his communications, we will both confirm
21 verbally heading 180.

22 Q. Okay. And the altitude is probably even more important than --

23 A. Yup.

24 Q. -- (indiscernible) probably be the same thing. Okay. As far as other
25 switch actuations in the cockpit, as the pilot monitoring, you know, I know he's not a

1 gear monkey, but he is going to put the landing gear up and down, how about the
2 flaps. Would you as the pilot flying do that or would you assign him to do that?

3 A. No, that would be, that would be his side -- it's on his side of the airplane
4 and that would be the pilot -- well, generally, as I said, they're not flying from the right
5 seat, so pilot monitoring sitting in the right seat would be the flap -- the official flap
6 actuator.

7 Q. Okay. And again, I'm not a Challenger pilot, so I need, I need your help
8 and education on this, but are there other switches -- what other switches would a pilot
9 monitoring typically be touching, you know, setting, changing? Can you think of other
10 things in the Challenger cockpit that a pilot monitoring would be assigned to?

11 A. Well, obviously tuning of radios.

12 Q. Right.

13 A. Altitude factor, as we discussed. What was the other one I was just
14 thinking of? Flaps as we discussed. And then more often than not if we're using anti-
15 ice that's going to be on the right side of the overhead panel. They'll generally do it.
16 pitot heats are on the right side. Windshield heats are on the right side. I'm sure
17 there's something that I'm missing. FMS changes, depending on the situation that
18 we're in, generally if we're on -- you know, if we're on the ground, he's going to be
19 doing the FMS changes if there are any, or the the initial loading of the FMS obviously.
20 And then any changes on the ground. Generally in the air, again depending on the
21 situation, but more often than not it's the pilot flying who's making FMS changes while
22 in the air. I'm sure there's something that I'm missing, but those I would say are the
23 biggest ones.

24 Q. Okay. The only other one I have on my list is the auto -- or auto thrust
25 reverser arm switches.

1 A. Uh-huh.

2 Q. They're --

3 A. Those, those for the most part, again, they're on the left side of the
4 cockpit. And I would be more than aptly to say that 99.9 percent of the time the flying
5 pilot, who is in the left seat, is arming the thrust reversers.

6 Q. Okay.

7 A. Now does it happen occasionally? Sure, that someone reaches across.
8 Has it happened? Yeah.

9 Q. Okay.

10 A. But more often than not it's the flying pilot.

11 Q. Okay. Let's see, that might be my last question about Ian. I'd like to
12 switch over to talking about flying with Ed. And I know you gave Ed his check rides,
13 because I think you are the only check airman; is that correct? For the Challenger?

14 A. Yeah, since Anthony had to give up his position, whenever that was. I
15 don't even know. I think I've been check airman since 2012. Anthony, does that sound
16 right?

17 MR. DONATO: I gave up the chair airman position, I believe, in '19. For
18 the reason that you cannot be on two operating certificates at the same time, so I had
19 to relinquish that.

20 MR. STEELE: Oh, yes, yes. So I became -- that would make sense, that I
21 became check airman in the Learjets in 2012 and then in '19 became Challenger check
22 airman.

23 MR. DONATO: Yeah, that's correct.

24 MR. STEELE: Does that sound right?

25 CAPT STONE: Okay.

1 MR. DONATO: Yup.

2 BY CAPT STONE:

3 Q. So other than giving Ed his check rides, did you fly with him very much or
4 at all?

5 A. I did occasionally. Not very much. You know, I can't give you a timeframe
6 unless I actually went back and looked at all my, all my paperwork from past trips. But
7 you know, couple times a year maybe.

8 Q. Okay. And how about when you gave him a check ride. Were you -- was
9 he in the left seat and you in the right seat for a check ride?

10 A. Yup.

11 Q. Okay. And it would be -- would you do those -- would you attempt to do
12 those on ferry flights or could they be on revenue flights or --

13 A. No, we would go out and do actual check rides.

14 Q. Oh, so there was --

15 A. Yeah, not during the course of a trip at all. We'd go out on -- you know,
16 schedule it in advance and go out and do the full check ride. It's just -- we tried to do it
17 over the years and it's just, it's just too difficult for whatever situation, whatever reason,
18 we have a flight attendant on board who doesn't want to be there during a check ride.
19 We have a fuel situation that we would have to buy expensive fuel at the wrong
20 location for whatever the case may be. Lot of reasons, but we'd go out on designated
21 check rides.

22 Q. Okay. How -- wow, how long is a check ride then? I mean, and what kind
23 of things do you do on it?

24 A. It's a full, it's a full -- essentially a (indiscernible) ride, according to the
25 FARs 135, 297, includes all maneuvers. I'm not going to try to quote it -- all maneuvers

1 associated with a ATP ride or a typewriting ride. So includes SIDs STARS, steep turns,
2 stalls, unusual latitudes, two non-precision approaches, two precision approaches,
3 circling approach, the whole gamut. Take off and --

4 Q. Wow, when you do approach -- it was an approach to stall, right, you
5 don't really stall or --

6 A. No. Yeah.

7 Q. That's interesting. So -- and I know I'm not -- haven't asked you to look
8 through your records of flying with -- or checking Ed, but did anything -- is there
9 anything you can think of now that would stand out as far as his performance on any of
10 the check rides that you flew with him?

11 A. No, not at all. Nothing, nothing outstanding. The only thing that maybe
12 Terry, Terry might have mentioned that we all have commented on, that Ed did
13 differently from everybody else is he flew slower than we all -- the rest of us did. He
14 was -- he would configure early, he would slow down early. We called it -- we jokingly
15 called it flying at Murph speed, as in Edward Murphy, we called it Murph speed. And
16 like, okay, here he goes again, and it was perfectly fine, you know, but the only -- and
17 that -- and he would do it even more so on check rides. He was very -- Ed was -- Ed
18 took his professionalism very seriously. Which is a great thing, in my opinion, we
19 should all do that. I hope we all do do that. And so when -- and he and I have known
20 each other for 25 years. You know, he started -- actually started Hop-A-Jet before I did.
21 He wasn't a pilot at the time. And then when he started flying, he and I flew together a
22 ton. And I'd like to say that he somewhat viewed me as a mentor because I did
23 everything I could to help him along. Because he came from helicopters and basically -
24 - really his first real flight experience for many, many years, was in Learjets. And so, you
25 know, going from helicopters and/or not flying at all for many years, and then suddenly

1 stepping into a Learjet is a big deal. And so, you know, I tried to do everything I could
2 to pass along my wisdom and help him along and get him, get him up to speed as best
3 I could. And so I'd like to think that he kind of looked up to me and wanted to impress
4 me on his check rides. And he did everything he could to do that. And one of those
5 things -- and you know, give himself more time, as we always say, we all go too fast on
6 check rides. Just slow it down, take your time, and he would absolutely do that. And it
7 would drive me a little bit crazy, but I just sat there like a good check airman should,
8 and he wasn't doing anything wrong. He was not going against SOPs. He was just
9 going very, very slow. And occasionally I would say okay, let's move it up, and he
10 would get mad at me and say no, I'm not doing that. And I would say, okay. But other
11 than that there's nothing that, that stands out. Nothing.

12 Q. Okay. That's an interesting observation. When he flew his revenue flights
13 with you, you said he, he was still flying at Murph speed, is that a true statement? Just -
14 -

15 A. I would say that that's a true statement. You know, he would start slowing
16 down to whatever speed, either 200 or 180 knots, way earlier, 10, 15, sometimes 20
17 miles earlier than anybody else would. So he'd start configuring earlier than anybody
18 else. Which again, is perfectly fine. Doesn't go against anything, anything published in
19 the AFM or in SOPs. He just preferred to fly a little bit slower. That's all.

20 Q. Would -- how does that affect passenger comfort. Do you think it's -- is his
21 way better for that, or --

22 A. I don't know, quite honestly. I don't think most passengers --

23 Q. Noticed.

24 A. -- would notice the difference. You know, if it takes -- if it takes two
25 minutes longer to get onto the ground, I don't think anybody's going to notice that.

1 Because it could, theoretically, I suppose, make it a little bit smoother. The Challenger
2 is a little bit of a strange duck, as you've probably seen and noticed. You said you've
3 ridden jump seat many times. It comes down with a nose down deck angle as you're
4 on final approach. And as you apply flaps, the faster you're going when applying flaps
5 -- so our first flap setting, which is flaps 20, which is 231 knots, if you put them down at
6 231 knots there's a significant nose-down pitch attitude as the flaps come down as the
7 autopilot corrects for it. And the slower you go the less significant, the less noticeable
8 that pitch-down moment is. So maybe it does. It's hard to say. If people -- I think most
9 people that we fly are oblivious to pretty much anything that goes on.

10 Q. Well, that makes sense. Okay. I'm trying to look at my questions here.
11 Okay. As far as briefings, can you talk about the times that you've flown with Ed, do
12 you remember any, either pre-flight briefings or even en route to arrival approach
13 briefings, anything like that? Anything, anything that you would -- can recall that you
14 would notice that would be -- anyway, was it all standard SOP or did he go --

15 A. From what I recall, I can't say I recall anything specifically that he did that
16 was out of the ordinary. No, I don't remember anything that would, that would, that
17 would cause me to question him, let's just say.

18 Q. Okay. Do you know -- other than the accident flight, had he ever had an
19 emergency in the Challenger?

20 A. Not that I know of.

21 Q. Okay. And how would you -- would you have any comments on his crew
22 resource management? And again, you're -- as a check airman, that's probably not a
23 fair question for you because he might not be treating you the same way as he treats
24 and FO, but anything -- any observations along those lines?

25 A. What you just said is the problem there. I think -- I definitely believe, for

1 the most part, that when he and I flew together it was a little bit different. I can't say for
2 sure, because I don't have firsthand knowledge of anything being different. Probably
3 just because I haven't had the conversations, but I can't say that -- how -- you know,
4 how he would act with me would be any different or the same as anybody else he was
5 flying with. I'd like to believe that, you know, we try to be consistent across the board.
6 And I'd like to think that he was the same, but I don't have any evidence to back that
7 up.

8 Q. Yeah, okay. Well, we are going to talk to Tom Burke later. He'll be able to
9 give us probably more of a feel on that.

10 A. Definately.

11 Q. I'm going to change subjects a little bit to Hop-A-Jet in general. How do
12 you, how do you like working for Hop-A-Jet?

13 A. It's great. You know, it's a great company. The owner, Barry Ellis, who is
14 also the DO/president, and David Donovan, the chief pilot, who have both been there
15 longer than I have, pushing 30 years that they've both been there. And they're, they're
16 great people to work for. I don't know how much experience you have in the 135
17 world, especially in South Florida, but let's just say from what I know it's full of
18 scumbags. And Barry is the furthest thing from a scumbag. He is a kind, carrying
19 human being. I had a conversation with the chief pilot a week or so ago, you know,
20 because we're all kind of concerned about the future of the company because of this,
21 this accident. And David Donovan, chief pilot, said to me that he asked Barry very
22 recently why he wants to continue doing this in light of what's happened. You know,
23 he's got more money than he knows what to do with. He's been in this business
24 forever. Why, why do you want to continue? And Barry said he wakes up every
25 morning and he looks forward to going to work. And I added to that, and I said I'm

1 sure that's true, but more significantly he cares about all of us. He truly cares about this
2 company, and he cares about the employees. The fact that we just had lay-offs last
3 week, which is probably the only third time (verbatim) we've ever had that in the history
4 of the company, killed him. Absolutely guts him like a fish because he legitimately
5 cares about this company and about his employees. He's a wonderful human being. I
6 don't think if it wasn't for Barry that I would have made it 25 years in this company. It's
7 just -- I have too much respect and too much admiration for the guy to leave. And now
8 especially in light of this. Talk about kicking him when he's down. You know, because
9 we've all considered -- we're all worried and leaving at this point is just something that
10 I'm not willing to do, 100 percent out of respect for Barry.

11 Q. Okay. That's a very good answer. Do you think that most of the other
12 pilots a Hop-A-Jet feel the same way you do as far as --

13 A. I think those of us who have been there for a long time. I'd like to think
14 that Anthony (indiscernible) feels the same way. And it's not like it -- for many years
15 there was -- you know, the average tenure of people who worked there was probably
16 15 years, which in this world is pretty unusual. And now there are certainly people -- Ed
17 Murphy was certainly one of them. Ed Murphy loved Barry. And he wasn't going to go
18 anywhere. And there's people who -- you know, again, those of us who have been
19 there for longer, we have a lot of newer people because of the way this industry has
20 been going with the airlines hiring like crazy. We have a lot of new people. So no, I
21 don't think they are as loyal as somebody like me or Anthony or Terry might be. But I
22 still think, you know, people -- people like, people like working for Barry. People like
23 this company. Another beautiful thing about this company is we don't have to airline.
24 You know, in this industry not having to get on an airliner every week is another thing
25 that is such a huge bonus. We're home, I don't even know, 300 days a year, 300 nights

1 a year. Which, you know, it's a different -- it's a different deal than most 135 operators,
2 in a good way.

3 Q. Okay, very good. How many pilots work for Hop-A-Jet, do you know?

4 A. Do not know. If I had to guess, again, we just had -- from what I
5 understand we got rid of about, maybe close to 10 people, just last week or in the last
6 week-and-a-half. But I would still say, if I had to guess, there's in the ballpark of 50
7 pilots.

8 Q. Okay. And how many of them are flying Challengers?

9 A. Well, currently, as far as I know, there are four of us left. Myself, Anthony,
10 Scott Nellis (phonetic sp.) and Terry. I believe that's all we've got left in the Challenger
11 because we have one guy who is seeking medical treatment, Tom Burke, who is out.
12 And the other three -- one was laid off and gave his two weeks on the exact same day
13 because he was about to leave anyway. And at least two others, as far as I know -- I
14 don't have confirmation on this -- have been furloughed.

15 Q. Okay. And how many Challengers do you have?

16 A. Currently operating we only have one. The other one is down for
17 extended maintenance. We only had three to begin with and then this -- the
18 Challenger 605 is down for extended maintenance, which leaves us with just one
19 currently.

20 Q. Okay. I have a feeling I know the answer to this question based on your
21 previous questions -- answers. Do you ever feel any pressure from management to
22 complete the mission?

23 A. Never. Again, it's such a beautiful thing. You know, I recite this story all
24 the time years ago. And it's happened many times, but this one in particular occasion
25 goes back to Aspen again. You know, again, Aspen, if you have any experience with it,

1 the weather changes. We've gotten surrounded by high elevation. The runway is
2 longer than it used to be, but it used to be a shorter runway. Just everything that you
3 could possibly have. And you know, this has happened multiple times over the years
4 where I go to Barry and/or David and say, look, Aspen is not looking great today, not
5 looking good, I think we're going to have to look for other options. And the --
6 immediate answer without hesitation is not a problem, we're going to go our
7 alternate, which is, which is Rifle, Colorado. Don't worry, we'll take care of it, just go to
8 Rifle. And it's almost always just as simple as that. Wherever it may be, whether it's
9 Aspen or anywhere else, depending on weather or runway conditions (indiscernible)
10 whatever, you name it, and it's just a simple conversation. And, you know, there's no
11 fighting, there's no nothing. It's okay, you're the captain, if that's what -- if that's what
12 you want to do, so be it.

13 CAPT STONE: Okay, sounds good. That was the last question I had for
14 round one. I'm going to turn it over to Anthony.

15 Do you have any questions for Chris?

16 MR. DONATO: Obviously you asked a lot of questions, and a lot of them
17 would have been what I've asked, but Chris answered all of them just exactly what I
18 thought. No questions from me.

19 CAPT STONE: Okay, that's fine. And Matt?

20 MR. RIGSBY: Hi, I'm going through mine right now. You got a lot of them,
21 Rocky.

22 BY MR. RIGSBY:

23 Q. First of all, Chris, I love what you said about learning in aviation. I tell all
24 my students the exact same thing. You never stop learning in this job, in aviation, no
25 matter how long you're in it.

1 A. I made a declaration to myself years ago after flying with a certain
2 individual who Anthony knows who will remain nameless who is no longer with the
3 company. And I said if I ever become like that where I stop caring, I stop enjoying it,
4 and I stop learning, I'm done.

5 Q. Yup, yup. Professional pilots, for sure, are what make it -- make us safe.
6 So Ian, how long does it take for an FO to get to a level where you're comfortable in
7 giving them a transition to a captain seat? Is there a timeframe or -- that you shoot for
8 or insurance requires?

9 A. No. There's an hour requirement. I don't know what it is. That's beyond
10 my scope. But no, I wouldn't say there is. I've certainly had people -- and for the most
11 part it's been people -- this has been Learjets -- who I've flown with upon hiring -- within
12 a week or so of their hiring because they've come -- they were an experienced captain
13 and I get into the cockpit with them and we don't even need to take off and I know that
14 these people have what it takes. And then there's people who fly with -- for several
15 years, who I just don't feel comfortable giving my blessing, if you will, to upgrade to
16 captain. You know, it's just -- like, I guess it's something that comes with experience,
17 and it's also -- it's also the fact that I give a crap about this company. You know, I've got
18 a vested interest in this company after 25 years and I care about what happens,
19 because -- especially after dealing with what we're dealing with right now -- I don't ever
20 want to experience this again. I, unfortunately, dealt with this many, many years ago at
21 a different company. And I said God, I never hope to experience this again. And now
22 having done it, you know, am I -- are my standards going to change now? No, I don't
23 think so because they're maybe already -- I won't say impossibly high, but very high
24 standards as far as who I recommend for upgrade. But again, to answer your
25 questions, there is no timeframe. It's just -- you know, doing this long enough -- Rocky,

1 you know it; Anthony, you know it. You see people who have the right stuff, quote that
2 movie, and then there's people who just don't. And they may get it someday, and
3 obviously my goal is to get them to the point where they do have it, but there are the
4 haves and the have nots. People who can do their job perfectly fine sitting in the right
5 seat, and they're fine living in the right seat and they're fine living in the right seat, but
6 you know, there's certainly no timeframe set, no standards for it.

7 Q. Okay. And are you involved in the hiring process there at Hop-A-Jet?

8 A. No.

9 Q. Okay. Do you give check rides to potential applicants, or is that
10 somebody else?

11 A. No, nobody gets a check ride until they've been hired and go through
12 their training at CAE in Dallas.

13 Q. Okay. Okay, so they come to you with that CAE training, or does Hop-A-
14 Jet send --

15 A. Hop-A-Jet sends them. We hire them and then they're immediately sent
16 to training once, you know, they're done with all the hiring process, they go back. And
17 then again if they are to be designated as PIC, then they will need to take a check ride
18 with me if they're in the Challenger, or our Lear 60 check airman before they can be
19 designated as PIC.

20 Q. Okay. Do you know how many people that don't make it through that
21 process? That maybe get the CAE and -- for Hop-A-Jet?

22 A. I couldn't --

23 Q. (Indiscernible).

24 A. Yeah, that would be, that would be a question for the chief pilot.

25 Q. Okay.

1 A. But not very many. You know, if they have enough experience to get into
2 the door at Hop-A-Jet, changes are good that they're going to be successful getting
3 their type rating at Semi-Flight. And obviously it's Semi-Flight's goal to get these
4 people through training, and sometimes it takes extra training. Again, I don't have
5 firsthand experience about how some of that happens, and what it takes to get them
6 through. I have heard stories about it, but it's mostly people who are coming out of
7 172s who can't even spell Learjet, who have trouble, you know, making the transition.

8 Q. Sure. Okay. How long have you been the check pilot -- I'm sorry if I
9 missed that -- for Hop-A-Jet?

10 A. It's either 2010 or 2012. I can't remember which one. I was thinking
11 about it, before we got on this call, which one it was. But it's been, you know, let's call
12 it a dozen years --

13 Q. Okay.

14 A. -- and again, that was initially in Learjets until, like, we said I believe until
15 about 2018 or 2019 when Anthony had to give up his check airmanship. And then I
16 became check airman to Challenger as well as the Learjets.

17 Q. Okay. So you mentioned there's Murph time on there. And his -- well,
18 that's already been a question -- answered. So trying to avoid some duplicates here.

19 A. Um-hum.

20 MR. RIGSBY: I think that's it for me then. I appreciate (indiscernible) thank
21 you.

22 CAPT STONE: Thank you, Matt.

23 BY CAPT STONE:

24 Q. I did have one follow-up question. I'd just like to -- I'd like to put you in
25 the situation that Ed was in. (Indiscernible) at 2,000 feet, 200 knots, he's about 5 miles

1 to the northeast of Naples Airport. He's going to turn -- do two 90-degree right turns
2 to line up on 23 to land. It's a VFR day, there's no weather issues, wind is reasonable. I
3 think it's -- you know, a slight crosswind, but I think it's like 10 or 12 knots. And he's got
4 the autopilot on, we think, at the downwind leg. And when he gets the -- he gets an
5 instruction from ATC to start his base leg. Would you expect him at that time to
6 disconnect the autopilot or would he -- would you dial the heading in and just do it that
7 way? How do you think he would have done it? I know you weren't there, but --

8 A. I would think -- tend to believe, trying to think back on experiences with
9 him, that he would at that point click off the autopilot.

10 Q. Okay.

11 A. I can't say for sure, obviously, because different scenarios are different
12 every day. But I would think -- I would. You know, you're -- at this point, you're -- they
13 were basically cleared for a visual, I believe, at that point.

14 Q. Right.

15 A. And though you're going to make, like you said, the two 90-degree turns,
16 or possibly unarcng turn without rolling wings level. I think I personally would turn it
17 off, and I would tend to believe that at that point somewhere right in there as he's
18 turning that downwind (indiscernible) would do the same.

19 Q. And how would you manage the autothrottles through that transition?

20 A. Personally at that point, again in this particular scenario flying a VFR traffic
21 pattern I would probably click them off at the same time. He had a tendency to
22 override the autothrottles, I think, more than most people do, meaning they were still
23 engaged, but he's moving them back and forth with the autothrottles engaged. Why
24 he did that I do not know. There's nothing wrong with it. It was just personal
25 preference. So if I had to just purely guess at it, I would say the autopilot would have

1 been disconnected and the autothrottles would still have been on for a short period
2 after the autopilot was turned off. I don't know.

3 Q. What -- how -- when did the autothrottles have to be disconnected by?
4 This is (indiscernible) by the way.

5 A. They can, they can actually be left on all the way down to touch down.
6 Nobody does that because it's kind of an antiquated autothrottle system. And, you
7 know, they'll be up and back, up and back, up and back. Kind of like whatever I think
8 you (indiscernible) I hear those are very antiquated autothrottles. But they're overly
9 sensitive as you get down and start getting bounced around. But you could leave them
10 on the entire time until touchdown if you so choose.

11 Q. Okay. I'm looking -- let me look at my question list. What -- when -- and
12 again, this is, this is hard to ask these kind of questions, when would -- typically, the in-
13 range check when would Ed call for that, and is there -- after the in-range check, is
14 there anything else before the landing check?

15 A. No, it just goes in-range, and then the next checklist is the before landing
16 checklist.

17 Q. Okay.

18 A. In-range, it varies. In-range checklist does not specify a time or an
19 altitude. The only limitations on it, in-range basically involves starting APU and, of
20 course, there are limitations on altitude for transferring the (indiscernible) which is
21 15,000 feet. So nobody's doing it that early. I had a tendency -- have a tendency to do
22 it probably a little later. It also, it also depends on the temperature situation. Because
23 when you're at low-power settings, if the -- you know, and it's really, really hot outside,
24 the engines will provide you with less air-conditioning than the APU will. On a day like
25 that particular day, I would guess if they -- they probably did the in-range 5,000 feet

1 maybe. Between 5 and 10, let's say. You know, it just -- it just kind of varies. Again,
2 because it doesn't say specifically, okay, here you're passing through 10,000 feet, start
3 the AP or do the in-range checklist. So it would kind of vary just depending on
4 situations.

5 Q. Okay. And I thought that was my last question, but I just had one pop in
6 my head. So this is an off-the-wall question that's not -- I'm out of order as far as
7 logically asking questions, but anyway. If you're giving somebody a check ride and it's
8 a dedicated flight, do you actually perform any actual emergency procedures in the
9 aircraft?

10 A. Single engine work.

11 Q. So that's with one engine at an idle?

12 A. Correct. (Indiscernible) we do that, single engine work, one engine at an
13 idle. We do flap failures to a low approach. We don't land out of, out of -- with a
14 complete flap failure. And the other ones are more discussion, okay tell me what you
15 would do if this engine fire light were to eliminate right now.

16 Q. Okay.

17 A. You know, kind of discussion things. The only -- again, the only actual
18 things that we're doing are having an engine at idle.

19 CAPT STONE: Okay. Well, those -- that completes my list of questions.

20 Anthony, any, any questions on round two?

21 MR. DONATO: I just want to say, Chris, great job and I agree with what
22 Chris is saying, especially when it comes to the check airman duties. It's not just
23 checking the pilot's proficiency to fly the plane; it's an all-encompassing event. How
24 they think prior to the trip, during the trip, and after the trip. You could be a good
25 stick, but if you don't get the rest right, it's not really captain material.

1 (Crosstalk)

2 MR. DONATO: -- check airman, a captain, you encompass everything.
3 Because you are the commander of that flight.

4 MR. STEELE: Right. And there's so much involved in our world. You
5 know, Rocky, you come from the 121 world where, no offense, but everything is done
6 for you.

7 CAPT STONE: That's very true.

8 MR. STEELE: You show up and you fly the airplane. In our world, we do
9 everything. We're doing weight and balance, we're calculating fuel burns, we're --
10 we're scheduling hotel rooms, we're getting transportation to and from the hotel room.
11 We are it. We do not book the trips, but basically everything else that's involved in
12 getting this airplane from point A to point B safely and efficiently is on our shoulders.
13 And as Anthony was saying, you know, that is -- weighs heavy on me. Can this person,
14 you know, be involved? And again, this is a fluid situation in the 135 world. Things
15 change like this. Like, Anthony could get called any second right now to go from
16 Palwaukee to God knows where. And all they will do, all the office will do is say, hey,
17 you've got a 12:00 departure out of Palwaukee to go to Van Nuys, make it happen.
18 And Anthony and Terri will get together and make it happen. Nothing is done for
19 them. And that is huge in my mind as to whether someone can become a PIC in this
20 135 world, which is again --

21 MR. DONATO: Absolutely, yes.

22 CAPT STONE: Makes sense.

23 MR. STEELE: It's not just flying the airplane. There's so much more
24 involved. Obviously, the safety of flight and knowing the airplane, from a technical
25 perspective, is very, very important, but it's just -- there's so much more to it.

1 CAPT STONE: Interesting. Okay, thank you. Matt, any, any last
2 questions?

3 MR. RIGSBY: Just one question.

4 BY MR. RIGSBY:

5 Q. With respect -- on -- I know they were on a VFR approach at that point
6 during the flight, but they had been on an IFR flight. Would they continue to use the
7 ILS -- I mean, is there a process or procedure within Hop-A-Jet that says even though
8 you're on a VFR, as a secondary make sure you have your glide slope dialed in and --
9 just for a stabilized approach? Or is that --

10 A. Well, that -- for what they were doing, first of all, there was no ILS. There
11 was a GPS. They (indiscernible) at Naples, and Naples has no ILS approaches.

12 Q. Okay.

13 A. But would they have had the GPS approach in there, absolutely.

14 Q. Okay.

15 A. Absolutely. We talk about that endlessly. I think -- I feel like I've been
16 having this discussion with people for 25 years, if not more, that I don't care what the
17 conditions are, I don't care if we're going to our home airport, we're loading in an
18 approach of some sort, whatever it may be. And now, of course, every runway has a
19 GPS approach in.

20 Q. Yup.

21 A. There's always something loaded in there. Now flying that traffic pattern,
22 would they have been on it, I would like to think so. Ultimately, if they had been -- had
23 the opportunity to turn final and get on a glide slope, would they have used it for
24 reference, absolutely.

25 MR. RIGSBY: Okay. So go ahead, Rocky --

1 CAPT STONE: Well, I mean -- I don't want to -- I'm not supposed to
2 interrupt. But so does that mean you have vertical guidance on every landing, pretty
3 much?

4 MR. STEELE: Pretty much, yup.

5 CAPT STONE: Okay.

6 BY MR. RIGSBY:

7 Q. And then, I think Rocky pretty well answered it, but on the autothrottle you
8 would be expecting him to -- he manipulates them, but it's still engaged, correct?

9 A. Yeah.

10 Q. Okay.

11 A. And then at some point -- I can't say specifically when he will absolutely
12 turn them off. Nobody -- I think in, what, the eight years that I've been in this airplane,
13 I've seen one person ever use the autothrottles all the way down to flare and
14 touchdown and that person only did it because that's what he did. He came out of an
15 A380 and that's what they did. That was their procedure. They used them all the time
16 and that's what he was accustomed to, and he asked me if he could do it and I said
17 absolutely. But other than that, I've never seen anybody do -- use them. So I would like
18 to think that Ed, if he didn't have them already off at the time of the engine failure, or
19 engines failing, he would have turned them off very shortly thereafter.

20 Q. Okay. And during your check rides at CAE, have there been discussions
21 on what you would do in a dual engine flameout?

22 A. No. I can't say specifically, yes. Have we been in that scenario? I would
23 say the scenario is more instructors getting bored than anything else. And you know,
24 put you over the top of the airport. Last time I had it done, which was fairly recently
25 within the last couple years, put you over top of the airport and they go -- we were in

1 Denver, you know, with 14,000-foot-long runways and next thing you know you have
2 no functioning engines. And they don't want you to run checklists; they want you to
3 put the airplane on the ground. Other than that, kind of toying with you, because it's
4 certainly not on -- in our training manual. This is not something that needs to be either
5 trained or checked when we're in the simulator. It's just something that they do
6 because okay, I've seen you do everything else, I've checked all the boxes, we have
7 some spare time, hey, I'm a little bored, let me see how you handle this. And it is an
8 interesting -- it really is an interesting exercise. I have thoroughly enjoyed it. And I
9 think I've always been successful, even though I didn't know it was coming. But it's an
10 interesting exercise to see. But it's no -- not something that we would, okay, let's break
11 to the checklist and, you know, get the (indiscernible) on and on and on and on. It's
12 not something that's trained like the other typical maneuvers that are required for, for
13 proficiency, would be trained.

14 Q. Okay. And then this is my last question, and this is an FAA one, and it
15 doesn't go beyond this but how's your relationship with the POI and the Miramar
16 FSDO?

17 A. My personal relationship?

18 Q. And as a company official, as a check airman?

19 A. Okay. So say that again. How is my personal relationship with Pensacola
20 or the company's --

21 Q. Well, more as the company -- as the company check airman?

22 A. Well, as the company check airman, again, I guess that's the same thing,
23 the company's relationship with him, excluding me -- not that there's any difference
24 between myself and the company -- is great. He -- you know, this has obviously
25 changed things, but from what I understand -- maybe you know him differently -- he

1 has very little involvement, which I find strange. He has very little involvement in this
2 investigation or in anything having to do with this situation, which I find strange. But he
3 -- he loves us because for however -- he's been our --

4 MR. STEELE: Anthony -- how long has he been our POI? 30 years?

5 MR. DONATO: Oh, geez, I started -- I became check pilot in '90 and that
6 went through Diaz. I'm going to say maybe '92, '93 he got involved. Yeah, that's 30-
7 plus years.

8 MR. STEELE: 30-plus years he's been our POI and for the most part we
9 are, and have been, the golden child in south Florida. And from what I understand,
10 they kind of fight -- the POIs kind of fight over us. And he refuses to give us up
11 because we make him look good because we -- excuse my French, we do shit right.
12 And we always have and we have a reputation for being a good operator. So the
13 relationship is great. I -- you know, I've known the guy for that long -- nearly -- because
14 he was my POI at my previous company, so I've probably first Jim Piccoli in 1996 or '7.
15 And you know, am I going to call him up and ask him to go out to dinner? No. But
16 we've -- we have no issues. I've gotten along with him the times I've spent time with
17 him.

18 MR. RIGSBY: Okay.

19 MR. STEELE: He's an interesting man, but we have no, no issues with him
20 whatsoever.

21 MR. RIGSBY: Okay. Thank you. Not a wrong or right answer, just a
22 process question. So -- okay, I'm done. Rocky, thank you.

23 CAPT STONE: Thank you, Matt.

24 And I know that we said we were only going to do two rounds, but Matt
25 made me think of one other question I really want to ask and you're the right guy to ask

1 it to. And that is, you know, there's nine pages of dual engine flameout checklists in
2 the flight manual. None of them cover the initial conditions that this crew had to deal
3 with. Do you think it's appropriate that there should be a procedure in the flight
4 manual that covers these initial starting conditions?

5 MR. STEELE: Probably. But of course it's going to -- you know, am I going
6 to -- would they have had the time to do anything as far as checklist items are
7 concerned in their scenario, absolutely not. Could they have -- you know, considering
8 the condition that they were in, meaning the APU was running, could they have -- if
9 there wasn't, you know, just abject fear, could they have reached up and hit a starter.
10 Yeah. Would it have time to spool up, probably not. Who knows. Should there be
11 more mention of it, probably. Should there be memory items, now that we don't have
12 memory items and haven't had for several years in this airplane, probably. Is that
13 realistic, probably not. You know, nine pages. Okay, so how long does it take to go
14 nine pages on a checklist and could you do it. Yeah, if you had a dual engine flameout
15 at flight level 390, absolutely, like that crew did in the CRJ. You know, they could have
16 had time to run this ridiculously long checklist. You know, should there be something
17 in there -- Anthony, back me up here on this -- should it be there, start the APU
18 immediately and hit a starter, or if you have altitude, push the nose over to a very high
19 rate of speed and a very high rate of descent which is one of the things it talks about in
20 that checklist. I think it's -- I don't even know 320 knots or something to do a
21 windmilling airstart. You know, it's all in there. Should it probably be reconfigured.

22 MR. DONATO: Can I interject?

23 MR. STEELE: Yeah.

24 CAPT STONE: Sure.

25 MR. DONATO: Chris is right. The checklist is developed for altitude

1 restarts. There isn't anything for low altitude. The next question, I would say, has there
2 been anything where that required Bombardier to have a restart with dual engine
3 failure at low altitude. And this is where Bombardier is going to come back and say no
4 we haven't had dual engine failures at low altitude, so we haven't had to really come up
5 with something. But maybe as we go forward, maybe we should have something. It
6 should be so simplistic where in an emergency, case one, if the APU is not running, all
7 bets are off. It's going to take a minute to start the APU up. So that minute you lost that
8 valuable air speed, altitude, all at the same time. But if the APU was running, it should
9 be two things, ignition start. Now taking that into consideration, I'm an A&P, that might
10 not even work for the simple thing of maybe if you had a -- you maybe have to go
11 cutoff real quick, let it spool down enough, and then try to start sequence. Because at
12 this point, we don't know what's wrong yet. We just don't know what's wrong.

13 (Crosstalk)

14 MR. DONATO: At what step -- where would you have to move that -- if
15 you just left a thrust level at idle and hit start/ignition on, it might not do anything. It
16 might take the step of going to cutoff, resetting the fuel control unit, and then bringing
17 it back out of cutoff to idle.

18 (Crosstalk)

19 MR. DONATO: -- multiple testing to figure out what the simplistic means
20 would have to be. It would have to be a rote memory thing where if that happened,
21 besides going -- all these (indiscernible) flashing in front of your face, it has to be this,
22 this, this all within 5 seconds. Not even thinking about it; just do it. And so how often
23 will you do that? Whenever you go back to training, once every six months.

24 MR. STEELE: Rocky, does Boeing have checklists like that, low-altitude
25 dual-engine flameout?

1 CAPT STONE: No, they don't. And in fact, the triple (indiscernible) that I
2 flew, I think it's only got a one-page, dual-engine flameout checklist, which I was kind of
3 amazed that the Challenger had nine pages with all kinds of, you know, if this, that,
4 kind of logic that --

5 MR. RIGSBY: It's about nine -- about ten steps per page, as I recall, right,
6 Rocky?

7 CAPT STONE: Yeah, yeah. It's really -- it's a very involved checklist.

8 MR. STEELE: Yup.

9 CAPT STONE: And you're absolutely right. It's not the kind of thing
10 you're going to pop out in this kind of situation.

11 MR. DONATO: No. No, you know, Bombardier has made changes.
12 Maybe it might have been 5 years ago where they referenced a quick-reference check,
13 it's a little card, that's laminated inside the check -- the quick reference inside the QRH,
14 where you pull it out and it's like three items. Now -- but it doesn't include every
15 scenario. It's the ones that are, like, pertinent on-hand issues we got to do right now.

16 CAPT STONE: Right.

17 MR. DONATO: And it's not by memory. (Indiscernible) would pull this
18 out, say we have an engine fire, there'd be step, step, step, that's it. You can secure the
19 engine, then you open up the QRH to proceed. So that could be something where the
20 higher-ups will sort that out, and maybe they might incorporate something like that.

21 CAPT STONE: Yeah. And that's something that obviously we're going to
22 look at a little bit harder as we go through the engine examination. But I just wanted
23 you guys' opinion on would it be appropriate to have something in there. And --

24 MR. DONATO: Absolutely, yes.

25 CAPT STONE: Okay. Well, I appreciate that. I guess the one -- I thought

1 that was my last question. Is there anything that we -- that you would have expected us
2 to ask that we haven't asked you, Chris?

3 MR. STEELE: No, nothing.

4 CAPT STONE: Okay. I think that's really -- that's it. I really appreciate
5 your time. I think this is going to be valuable. It'll add a valuable piece to the
6 investigation to characterize, you know, the flying styles of these two individuals and I
7 think it's -- we've -- you've helped us to do a good job of that. So again, appreciate
8 your time and thank you.

9 (Crosstalk)

10 MR. RIGSBY: Rocky, if we want to go off the record, I can explain to Chris
11 the -- why POI -- why we keep the POI kind of out of it. So --

12 CAPT STONE: Yeah.

13 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: BOMBARDIER PLANE FATALLY COLLIDES
 WITH VEHICLE ON INTERSTATE 75
 IN NAPLES, FLORIDA ON FEBRUARY 9, 2024
 Interview of Christopher Steele

ACCIDENT NO.: ERA24FA110

PLACE: via telephone

DATE: April 1, 2024

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

Christy Behlke
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:

*

*

BOMBARDIER PLANE FATALLY

*

COLLIDES WITH VEHICLE ON

* Accident No.: ERA24FA110

INTERSTATE 75 IN NAPLES, FLORIDA *

ON FEBRUARY 9, 2024

*

*

Interview of: THOMAS DANIEL BURKE, Challenger Second-in-Command and
ANTHONY DONATO, Pilot

Hop-A-Jet Airlines

via telephone

Monday,
April 1, 2024

APPEARANCES:

CAPTAIN ROCKY STONE, Operational Factors Investigator
National Transportation Safety Board

ANTHONY DONATO
Hop-A-Jet Airlines

MATT RIGSBY
Office of Accident Investigation
Federal Aviation Administration

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INTERVIEW

(12:02 p.m. CDT)

CAPT STONE: Hello. My name is Rocky Stone. I'm an operational factors investigator with the NTSB. It's now 12:02 PM Central Daylight Time on April 1st, 2024, and today we're interviewing Mr. Tom Burke, a Challenger second-in-command for Hop-A-Jet Airlines. And this is for NTSB Investigation Number ERA24FA110 involving Hop-A-Jet Flight 823 on February 9th, 2024, from Ohio State Airport to Naples Airport in Florida. And our primary focus today is to try and document the flying style of Mr. Ed Murphy, the pilot in command of Hop-A-Jet 823 on the accident flight.

I'm not a Challenger-rated pilot, so we're looking for you to help us educate me about Challenger and what it was like to -- and educate me about what it was like flying with Ed Murphy as your captain, so --

Assisting with the interview today, we've got Anthony Donato -- he's representing Hop-A-Jet -- and Matt Rigsby of the FAA, and Matt's on the safety side of the FAA and not the enforcement side, but I'll let him explain that.

Just a little preamble: The NTSB, we're an independent federal agency, and we're charged with determining the probable cause of transportation accidents and making recommendations to prevent future occurrences. The NTSB is not part of the Department of Transportation or the FAA, and we have no regulatory or enforcement powers.

Now I'd like to have Anthony and Matt introduce themselves. So Anthony?

MR. DONATO: Hello, guys. My name is Anthony Donato. I'm working with Hop-A-Jet to assist NTSB regarding the accident on N823KD.

CAPT STONE: Let's say Matt?

1 MR. RIGSBY: Hi, Tom. Matt Rigsby out of the FAA's Office of Accident
2 Investigation. Just to let you know, I'm part of the safety investigation. I hold no
3 enforcement authority, any process, any EARs (ph.) like that, so don't worry about, you
4 know, the black hat of the FAA. It's -- we're here for the safety investigation only, so
5 nice to meet you.

6 CAPT STONE: Okay. And, Tom, is there anybody that you object to
7 being present for the interview?

8 MR. BURKE: No, not at all.

9 CAPT STONE: Okay, great. And today we'll be recording the interview,
10 and we'll be sending that recording out for transcription. And all the party members
11 are going to have an opportunity to review the transcription and correct it for
12 typographical errors. And you'll have a copy of that to review it.

13 If you need to change an answer after this today, we have to go through a
14 process. We can't change the original transcript, but you're going to write an
15 addendum that we attach to it. So if you need to, we can do that.

16 And, once again, the purpose of the NTSB investigation is not -- is to
17 determine probable cause and to prevent recurrence. Our role is not to assign blame.
18 We're here simply to gather your experiences and observations with the goal of
19 preventing future accidents.

20 Having said that, though, we're not -- we can't offer confidentiality
21 because the transcript of this interview will eventually be accessible to the public via
22 the NTSB's docket website. The video and the audio recording will never make it to
23 the public but, you know, the written transcript will, so -- and hopefully you're okay with
24 that.

25 MR. BURKE: Yes, sir.

1 CAPT STONE: Okay. Each of the group members will have a chance to
2 ask questions, and we'll -- we're going to ask the questions one at a time, and we're not
3 going to interrupt each other. And we'll go through two rounds of questions so that if
4 we need to follow through, we'll do that on the second round. The second round
5 typically is very short.

6 And anytime that you need to take a break, just let us know. We'll pause
7 the recording and then recontinue later.

8 And all I ask is that you answer the questions to the best of your
9 recollection. If you don't understand the question, go ahead and ask us to clarify it.
10 And if you misstated something, just go ahead and correct it, and we'll make sure that
11 your correct answer is in the transcript.

12 You are entitled to have one representative of your choosing. Did you
13 want to have a representative with you today?

14 MR. BURKE: No.

15 CAPT STONE: Okay, good.

16 Anybody have any questions before we get started?

17 INTERVIEW OF THOMAS DANIEL BURKE

18 BY CAPT STONE:

19 Q. And I'm going to start with the really hard questions. Tom, can you give
20 me your full name and spell out your last name?

21 A. Sure. My name is Thomas Daniel Burke, last name B-u-r-k-e.

22 Q. Okay, great. And what's your age?

23 A. Sixty-two.

24 Q. Okay. And your employer?

25 A. It is Ace Aviation Services, Hop-A-Jet

1 Q. Okay. And your current position at Hop-A-Jet?

2 A. Second-in-command in the Challenger 604 and 605.

3 Q. Okay. And your date of hire with Hop-A-Jet?

4 A. Oh.

5 Q. Approximate is fine.

6 A. I'm going to say 6 of '18.

7 Q. Okay. And you're based at Fort Lauderdale Executive, I guess?

8 A. Affirmative.

9 Q. Everybody is there.

10 And do you fly the Learjet 60 at all or any other plane for Hop-A-Jet?

11 A. I did fly the Lear 60 for Hop-A-Jet for 3 years.

12 Q. Okay. And do you have any other current outside employment?

13 A. Negative.

14 Q. Okay. Can you give us just a brief summary of your aviation background?

15 How'd you get started, and how'd you get to be an SIC at Hop-A-Jet?

16 A. Well, I hail from Upstate New York, but I lived on Long Island, New York,
17 south of Islip for 13 years, and I sold industrial equipment and supplies, metalworking
18 equipment, finishing equipment. I had a lot of accounts in the aerospace industry:
19 Chromalloy, for one example, refurbished turbine blades, vanes, and stators up in
20 Orangeburg, New York; Pratt and Whitney; Pan Am over in JFK when they were still in
21 business.

22 And after a few years -- I've always had the desire to fly, but married, child,
23 it was restrictive, but it came to the point where I didn't want to help fix them anymore,
24 you know? I wanted to fly them instead. So 1, 2 hours a week, I started taking lessons
25 on this little grass strip, and then I sold my home on Long Island, moved to Florida, and

1 continued my ratings right through my CFI double I, MEI (ph.).

2 After that -- well, I flight-instructed for a company TAB Express out of
3 DeLand for a few years.

4 And then I moved to -- back up to Upstate New York and went to work for
5 a commuter, 1900 commuter, a CommuteAir, and flew for them for about 3 or 4 years.
6 It was a -- yeah, I enjoyed the employment, but it was tough to just eat hot dogs. That
7 was just the days that you just -- your paycheck was maybe 20,000 a year. It was real
8 difficult.

9 So I ended up going to work for a 402, Cessna 402 single pilot carrier
10 Cape Air out of Hyannis. I flew for them for about 4 or 6 months, and I was down in
11 Puerto Rico living there.

12 And then I had an opportunity to go work for a company Centurion Air
13 Cargo, which is a DC-10 carrier. And I got my SIC type rating at Centurion. And I don't
14 know, there's a -- there's some kind of philosophy that the bigger, the better. I found
15 that not to be true after a while. It was a big airplane, but it was still an airplane.
16 Centurion had some cutbacks, and I went back and started flying 402s again.

17 And then I flew islanders, this is all Bahamas stuff, and then went back to
18 work for the guy that owned TAB Express. He had a Westwind 1123, and I flew with
19 him for a while. That was the first jet I flew.

20 After working for him, I went to a company National Jets, and I had got
21 typed in the Lear 45 and the Lear 60. I flew both airplanes for National Jets for about,
22 oh, 3 years, 3½ years, and everybody was jumping ship over there, including the chief
23 pilot, and everybody's like, you know, you better get out while you still can and --

24 So I started interviewing. I interviewed with Hop-A-Jet, and they offered
25 me a position. And I'm glad I made that decision to do that because National Jets I

1 don't think is in a 135 business anymore. I've been at Hop-A-Jet ever since.

2 Q. Okay, great. So can you tell us what kind of FAA certificates and ratings,
3 type ratings you have, and any limitations on your medical?

4 A. No, the only limitation on my medical is having to wear glasses for near
5 and far vision.

6 Q. Okay.

7 A. My ratings are ATP. And I also have a CFI double I, MEI, which I get online
8 every couple years to renew, my retirement work right there.

9 Q. Yeah. And your type writings?

10 A. I am SIC DC-10; SIC Westwind, 1124 Westwind or they call it the IA jet;
11 Lear 45; Lear 60; and Challenger PIC type ratings.

12 Q. Okay, great. And can you give us just an approximate total time you
13 have? And time in the Challenger too?

14 A. Yeah. I want to guess about 12-, 13,000 hours, and Challenger, got to be
15 1500 to 2,000 hours.

16 Q. Okay. And now I'm going to shift gears, and we're going to

17 -- I want to talk with you about your experiences of flying with Mr. Edward
18 Murphy, the captain of Hop-A-Jet 823 on February 9th. How many times do you think
19 you've flown with Mr. Murphy, and how recently were they?

20 A. I flew with Ed a lot. They put me with him a fair amount of the time. I
21 don't know how many trips that we did, but hundreds of legs together --

22 Q. Okay.

23 A. --- that we flew, you know, three, four legs a day maybe. And it -- that has
24 to add up to absolutely hundreds of legs we flew.

25 Q. Okay, great.

1 A. Last time I flew with him was -- I believe it was about a month before the
2 accident.

3 Q. Okay.

4 A. Oh, yes, it was. It was. I remember where we overnighted actually, yeah.

5 Q. Okay. I'm going to just -- let's go back to -- let's go to talking about what
6 it was like to fly with Ed. Did he -- in the preflight, as the -- as the pilot in command, he
7 was pretty much in charge of all the flight planning and the preflight activities. Did he
8 include you in any of that or -- I mean --

9 A. He did. We would talk about the weather, we'd talk about fuel, we talked
10 about -- this is still when we're in the briefing room so we're not within sterile cockpit
11 yet, but we would talk about where we're going to get the fuel, what we're going to
12 carry out of each location, and I think that he knows I was aware of my responsibilities
13 in the flight deck, so there weren't -- unless there was some kind of, you know,
14 exception with a passenger or something, he was direct, to the point.

15 Q. Okay. And typically when you flew with him, again, you were going to be
16 second in command, so typically, you would be in the right seat, and you would be
17 doing a pilot monitoring duties; is that how you --

18 A. Yeah, I did all the work. Yeah. Although -- Ed was a guy -- Ed was pretty
19 good because, you know, there's some guys, they just like to fly the airplane, and the
20 FO, even if he gets PIC type, they don't want to give up the left seat because they don't
21 want to do all the work, programming the FMS and so on and so forth, and SIC duties
22 monitoring, which through my flight instructing days, I'm pretty darn good at that.

23 I had the opportunity to fly in the left seat with Ed, on empty legs because
24 I didn't have a 299 ride, so that I looked forward to because he was one of those guys,
25 he was like, you want to fly this leg? It's like, yeah, sure, you know.

1 Q. Okay, cool. Very cool. I mean, how common were those ferry flights?

2 Were they you get one a trip or -- on average or --

3 A. Yeah, on average. You know, a lot of times you had two legs, three legs,
4 or long legs, and then you're ended up in, say, Boca, and you're going to bring it back
5 the 7-minute flight to FXE. And it's like, you know what, just go ahead and fly. I don't
6 need to fly for 7 minutes, so --

7 Q. Yeah, that sounds like -- that sounds actually really busy.

8 A. Yeah. It's a lot of work to swap everything back and forth just to get in the
9 left seat to fly for 7 minutes, you know?

10 Q. Yeah, yeah. Okay. Okay, let's go back to he would include you in some
11 of the pre-flight planning. Typically, would you be the person doing the walkaround or
12 -- and how about the passenger briefings?

13 A. I think every Challenger pilot and Learjet pilot, I'd say every pilot at Hop-
14 A-Jet does a walkaround. It's my responsibility when I get in there before I get the APU
15 started, you know, to get the aircraft ready and do a walkaround, but I don't know one
16 captain that didn't do his own walkaround as well.

17 I'm sorry, what was the second question?

18 Q. Good question. Let me see. No, that was it.

19 A. There was a walkaround and --

20 UNIDENTIFIED SPEAKER: Involved in preflight planning, I think's where
21 you were going.

22 MR. BURKE: Yeah. Yes.

23 BY CAPT STONE:

24 Q. And it does sound like he didn't include you in some of the preflight
25 planning. What's your -- oh, preflight briefing of the cabin. I mean, was that your job

1 as second in command, or is that the --

2 A. We have automated briefers in the aircraft. The procedure was
3 passengers show up to the FBO. They -- a lot of times they're allowed to cross through
4 the gate right to the airplane. I'm in back in the baggage compartment, and they're
5 handing up the suit

6 -- luggage and suitcases to me, and I get that loaded. By that time the
7 passengers are already in the aircraft. Say good morning, good afternoon, folks, you
8 know, and then I'll shut the door, and Ed will give a -- well, all the captains give a
9 general briefing. It's not detailed as far as the use of seatbelts and shoulder harnesses
10 and flotation devices, what have you, because that's included on the automated
11 briefing.

12 Q. Okay.

13 A. Now, if the automated briefing is MEL'd, then usually the captain will give
14 that brief --

15 Q. Okay.

16 A. -- to the passengers.

17 Q. Okay. Moving forward to actually beginning the execution of the flight,
18 any -- did Ed do anything abnormal or non-SOP as far as, you know, start of the
19 airplane, taxi out, takeoff, preparation, anything like that?

20 A. Ed was -- I've flown with a lot of guys, especially with the commuters. Ed
21 was one of the quietest guys I've ever flown with. I mean, talk about sterile cockpit. He
22 was sterile at 38,000 feet. You know, he just didn't speak much. So if I had questions
23 about the airplane or something like that, he'd like to talk about it, but I really don't
24 know much about him and his life and things because he never really spoke about it.

25 And he -- I can remember one of the first times I flew with him after I got

1 my type, I think it was decline checklist, one of the checklists prior to level off cruise,
2 and he says can you do me a favor? Can you read all these checklists out loud? And I
3 looked at him. I'm like, okay. And then he pointed at the cockpit voice recorder
4 microphone, you know. He goes, I want that to pick everything up. That was 2½, 3
5 years ago.

6 Q. Okay. Well, excellent. So once you're underway, how was the flight
7 execution? I mean, did, you know, did he, you know, turn the autopilot on at the
8 minimum altitude or autothrottles on the minimum altitude or -- how about calling out -
9 -

10 A. He didn't -- I mean, he wouldn't hand-fly it. Yeah, he didn't do a lot of
11 hand-flying of the airplane. I like hand-flying the airplane, you know, but I have nobody
12 on board, so if I do a little one of these on the way up to 180 and beyond, then, you
13 know, I'll put the autopilot on. He was somewhere -- I'm sure he was above the
14 minimums for the auto thrust and for the autopilots.

15 Q. Okay.

16 A. So if we were clear to maybe 5,000 feet, say, for example and most guys
17 do this, especially with passengers on board. Most guys do this. They'll put the
18 autopilot on at, you know, 4,000 feet, say, so it gets an autopilot level-off at 5,000. So
19 it's a lot smoother than -- you know, depending on turbulence, the weather, and so
20 forth. But he, yeah, he used the autopilot and the thrust autothrottles.

21 Q. Okay. Once you are en route, can you walk us through prior to top of
22 descent, would he do an approach and arrival briefing, or when would he typically do
23 those kind of things?

24 A. Yeah. We would do those fairly early, if I recall. Most of the guys, you
25 know, en route, if there's any adverse weather or maybe decisions that we both need

1 to input to decide whether we're going to go left or right, for example, instead of
2 through, that was conversation. And, you know, the EFB is great, the technology now.
3 At least when you're over land you have the Wi-Fi available, you can get the ATIS pretty
4 early, maybe a half hour before, and you can plan what runway are you going to be
5 landing on.

6 Also, with this fore-flight, which has GPS mapping of other airplanes, you
7 could actually pull up, for example, say Teterboro and see that they're landing on
8 runway 6, for example, you know, or 6 and then you'll see him break off to circle to 1,
9 for example. And that would be accomplished before the descent, and then we'll put
10 the approach in the FMS, if it wasn't already in there, once we find out which approach
11 we're using.

12 Q. Now, would you be doing the FMS work, or was the pilot flying doing
13 that?

14 A. Usually, I would do the FMS work, unless I got something else going on
15 with checklists. Then they might do it. But we all -- we don't want to get in trouble. We
16 back-check each other.

17 Q. Right.

18 A. So, you know, even the flight plan, I put the flight plan in. Now, 823 we
19 were spoiled with that aircraft because it had CPDLC. You just have to put the P
20 number code from fltplan.com, and it loads it all for you, and then you can review it,
21 you know, page per page to make sure it's accurate. If you know what runway you're
22 going to be landing, say, we're going to repo to West Palm, we know it's going to be
23 10-right, we'll actually put that ILS in for that approach, even before we leave the
24 ground at FXE. And if things change around, it only takes 10 seconds to put another
25 approach in if that's required.

1 Q. Okay, good. How would he -- how would Ed call out for things like the in-
2 range check and the landing checklist? Did he typically do those early, late.

3 A. I would say in accordance with the procedures that we all learn at CAE.

4 Q. Okay.

5 A. Yeah. Yeah. Approach check, we usually would do that below 10,000
6 feet. We can get full use of the APU. And to not put too many hours on the APU, we
7 usually do it about 20, 25 miles out. The landing check, it's usually -- yeah, flaps 20,
8 gear down, before landing check. And then, of course, reading all the items on that
9 out loud.

10 Q. Okay. So the full flaps are not in the landing checklist. That's -- how do
11 you do -- handle that?

12 A. Oh, they still are. Well, I would say, you know, like three green, no red,
13 check the -- anti lock brakes, button to push, that's in process, and then whether we're
14 cleared to land or not cleared to land, I would say before landing checklist complete at
15 full flaps.

16 Q. Okay.

17 A. And that's if we -- and technically that's not, technically that's not exactly
18 right, because before they only check it complete when the auto thrust and the
19 autopilot comes off.

20 Q. Okay.

21 A. Okay.

22 Q. Okay. How would Ed fly the airplane as far as -- would he tend to be, you
23 know, high and fast, low and slow? Was he ahead of the airplane, behind the airplane?
24 How would you characterize Ed's flying in general?

25 A. I honestly have never witness anything that Ed did where I'd have to, you

1 know, hey, Ed, heads up. And I hawk everybody. I mean, the most experienced guy in
2 our company is on the other line here, and I even hawk him, you know, and I mean that,
3 like you like, you say monitoring.

4 Q. Right.

5 A. You know, monitoring. And I've never, I've never seen Ed -- he's always
6 been on top of it. He really has, you know?

7 Q. Okay. As part of the in-range checklist, I think it's you arm the thrust
8 reversers? Did Ed typically do that, or did you do it, did Ed?

9 A. No, he did, I would say, and a lot of the captains do, he done it 100
10 percent of the time.

11 Q. Okay.

12 A. Now, I -- you know, there could have been a time once or twice where he
13 didn't do it, and I'd look up, and it's like, come to that step of the checklist, I'd look over
14 and then, okay, then I put both switches up, reversers armed. But he usually armed the
15 reversers, as most of the captains that I fly with over there.

16 Q. Okay.

17 A. I guess, it's just easier because it's right next to them, you know?

18 Q. Right.

19 A. I don't have to do any reaching around, or the guy in the right seat
20 doesn't have to reach around and switch the reversers on.

21 Q. Can you remember anything specific about the arrival briefing that Ed
22 would typically do, or was it completely 100 percent SOP?

23 A. Yeah, it was pretty -- it was SOP. It was SOP.

24 Q. Okay.

25 A. It's just like -- flying with Ed, it was just like you're in the flight simulator in

1 CAE with the proper call-outs and everything. The guy really that stuck to that. You
2 know, not all guys do, but he was a SOP guy, and I don't know his quietness, if he was
3 always concentrating or what, but I saw no flaws.

4 Q. Okay. Did you ever have an emergency while you were flying with Ed?

5 A. No.

6 Q. Or even an unusual occurrence or --

7 A. I don't know if I've ever had an emergency while at Hop-A-Jet.

8 Q. Yeah.

9 A. I mean, personally, you know. I mean, you hear about pressurization
10 problems with some guys, stuff like that, but it wasn't under me, part of my watch.

11 Q. Yeah. How do you think that Ed did fly with other crew members? Is he --
12 I mean, how was his crew resource management? Do you think that he adequately
13 used you, adequately listened to you, those kind of things?

14 A. Yeah. I think if you had a question about the job at hand, he would
15 respond. I don't know other crew members' views. I really didn't act too -- you know,
16 as an FO you're not really conversing a lot with the other FOs because you're mostly
17 working with all the guys in the left seat. So I don't know how the other crew members
18 viewed him. The only thing I can say is, you know, what I observed in my experience of
19 flying with him.

20 Q. Okay. Just looking through my -- I think that's -- I don't have any more
21 flying questions. I do have some general questions. How do you like working for Hop-
22 A-Jet?

23 A. I like working for Hop-A-Jet.

24 Q. Okay.

25 A. Yeah.

1 Q. Do you hear other pilots talking about or complaining about Hop-A-Jet or
2 do you think --

3 A. I think there's whining going on and, you know. When I started working
4 for Continental Connection, the Beech 1900s, I walked -- I was brand new. I was like 38
5 years old or something, but, you know, I'm a career change, and I walked into the crew
6 room, the Continental crew room in Cleveland Hopkins and sat down, how do you do,
7 how do you do? And I sat there, and they had a TV on, and I just observed, I just
8 listened, but like, I had never heard so many whining people in my life, you know. So I
9 wouldn't sit crew room because that negativity is not comfortable for me.

10 Hop-A-Jet has a lot of guys that are a lot younger than myself, and they
11 have the opportunities with the openings with the 121 world, that they left Hop-A-Jet to
12 go to work for the 121 world, but it's funny how most of them still maintained a
13 communicable relationship with the other people that they used to work with at Hop-A-
14 Jet, mainly because it's almost like a family, you know. It's not a real big company, and
15 I guess there were -- yeah, I guess there were a couple guys that would just complain.
16 But they were the kind of guys that they could have the greatest job in the world, and
17 they just wouldn't be happy unless they were able to complain.

18 Q. Okay. That sounds good. And I think this is my last question. Do you
19 ever feel any pressure from management at Hop-A-Jet to complete a mission?

20 A. I have not. I have not. You know, we -- things break in the airplane, and
21 you look at MEL and it says you can go, whether it's a Part 91 or a Part 135, Part 91
22 being a repo, of course, and you know, that's reported to maintenance right away
23 when things break and that probably goes right up the line to the chief pilot and DO
24 because they want to know exactly what's going on, and I can just -- I just recall every
25 guy I ever flew with would say to me, do you feel comfortable with this? I can't think of

1 any examples off hand, but I can remember somebody -- I can remember people
2 saying, do you feel comfortable with this? It's like, yeah, I feel comfortable with this.
3 That's why the FAA says you can go without it. You know, so yeah, they stick by, they
4 stick by their stuff. Compared to some other airlines that I worked for, I don't know,
5 people joked about this term, 134½. I'm still not sure what exactly that means, but
6 Hop-A-Jet, really what I like about the company is they definitely abide by the rules.

7 Q. Okay. Sounds good. I think that's my last question for round one.

8 CAPT STONE: I'm going to turn it over to Anthony. Any questions?

9 MR. DONATO: Real simple question.

10 BY MR. DONATO:

11 Q. Hi, Tom.

12 A. Hi, Ant.

13 Q. From time to time, is it fair to say that Ed would help you educate yourself
14 regarding systems on the airplane?

15 A. Definitely. Anytime I asked them a question about the aircraft, the only
16 person -- I think Ed is the one person that I've learned more about the Challenger that
17 didn't learn out of CAE, you know, technical stuff and the hands-on stuff. You're the
18 only person I learned more about that airplane from than Ed.

19 Q. But --

20 A. And you -- but, yeah, Ed was always looking to help.

21 Q. Good.

22 A. If I had a question about it, he would explain, yeah.

23 Q. Perfect.

24 A. Yeah. And then if he didn't know, we looked it up.

25 Q. Get the answer. Perfect.

- 1 A. Yeah.
- 2 Q. All right. I'm good.
- 3 A. Yeah. Yeah, he was good that way.
- 4 CAPT STONE: Okay. Thanks. Thanks, Anthony. Matt?
- 5 MR. RIGSBY: Thanks, Rocky.
- 6 BY MR. RIGSBY:
- 7 Q. Thanks, Tom.
- 8 A. Yes, sir.
- 9 Q. So going back a little bit to one of Rocky's questions, did you say you fly
- 10 from -- you fly PIC from the right seat in the Challenger.
- 11 A. I have flown -- no, I -- from the left seat on empty legs.
- 12 Q. Oh.
- 13 A. But I have flown the Challenger from the right seat.
- 14 Q. Okay.
- 15 A. But most of the time, we swap seats and fly from the left seat.
- 16 Q. Okay.
- 17 A. But all those years I was a flight instructor, I feel pretty ambidextrous.
- 18 Q. Sure. Okay. How about checking fuel? Like on your preflight, do you do
- 19 that, or how do you ensure the fuel quality? Do you physically sump it or --
- 20 A. The fuel quality?
- 21 Q. Yeah.
- 22 A. No, I know at our home base, maintenance does that.
- 23 Q. Okay.
- 24 A. But on the road, we don't.
- 25 Q. Okay.

1 A. We haven't that I recall, yeah.

2 Q. Okay.

3 A. Yeah, it's just check the quantity against the flight plan to make sure we
4 have enough reserves --

5 Q. Okay.

6 A. -- course alternate and reserves and check the fuel balance, both left and
7 right and front and back, and everything is within the envelope, the weight and balance
8 agrees with it, and we're good to go as far as fuel's concerned.

9 Q. Okay. As your -- your experience with Ed was you were transitioning from
10 IFR flight to VFR flight. When do you -- or when typically would you say would Ed take
11 over and fly it manually, disengage the autopilot, disengage the autothrottle, that type
12 of thing?

13 A. Later than I would.

14 Q. Okay.

15 A. If I'm -- if I -- you know, we always, as an SOP, even if we're cleared for a
16 visual, we're still going to pick up the LOC and the ILS. We're still going to pick up the
17 VNAV. And if you if you want to hand-fly it, hand-fly it. I enjoy hand-flying.

18 Ed would use the automation. If we're cleared for a visual, he would use,
19 you know, the vertical speed, the heading bug, just to the point of almost being on
20 base to final. Yeah.

21 Q. Okay. Give me a second. I don't have questions a little bit. I already did -
22 -

23 A. I said that once because when we got on the ground and got to the ramp,
24 I said to him, because I thought, jeez, I would have knocked that autopilot off on the
25 downwinds, you know?

1 Q. Okay. Yeah.

2 A. And I said to him on the ground, I'm like, what, you don't like to hand-fly
3 the airplane? And he looks at me, he goes, no, I'm lazy. But I know he was joking
4 because he wasn't -- he's not lazy.

5 Q. Sure. And you do have a PIC rating from CAE for the Challenger?

6 A. Yes, sir.

7 Q. Okay. And how long have you been in FO position on the Challenger
8 specifically?

9 A. Two and a half years.

10 Q. Okay.

11 A. There's not a lot of movement. We get a lot of movement in the '60s. A
12 lot of guys took the opportunity to go to American and Spirit and JetBlue with the 121
13 hiring boom. So the '60s had turnover, but the Challenger, our captains have been
14 there many, many years and, you know, I love Hop-A-Jet, and I've never pressed to do
15 an upgrade because, let's face it, I'm 62 years old. I'm not a spring chicken anymore,
16 you know? So, yeah, there's not much movement from right to left seat in the
17 Challengers.

18 Q. Okay?

19 A. Ed was there forever, you know. He was there a very long time.

20 Q. Okay. How about interaction with the passengers and the cabin attendant
21 as far as yourself and then Ed as well? Are they part of the -- and I know the term
22 "crew," but they're --

23 A. Yeah, I guess, technically the cabin attendants are not crew.

24 Q. Right.

25 A. For example, they can't shut the door, cabin door, things like that. But Ed

1 was really -- he was a serious guy. He was just, oh, super focused, even in interacting
2 with the passengers. He was just -- he wasn't a big smiler.

3 Q. Okay. Okay.

4 A. You know, he just -- and same thing with the cabin attendants, you know.
5 If there's something that -- particular that needed to be done, he would advise the
6 cabin attendants, hey, we need to get this done.

7 Q. Okay? Where did the cabin attendant typically sit in the Challenger?

8 A. Typically, right behind the left and right pilot seats. There is a closet just
9 behind the captain's seat, and across from the closet in the front of the galley, which is
10 behind the first officer seat, there's a doorway and a little foldout bench seat which
11 flopped out and seat belts and they actually have a headset if they want to listen in
12 also, which maybe their first week on the job they would. Then they heard enough, you
13 know, all that noise.

14 Yeah, I only imagine in this case that -- or, and I don't know, I haven't
15 spoke to anyone about this, but I just think to myself, they must have told our cabin
16 attendant to go sit in the back with the two passengers because that little, that little
17 jump seat right there, I don't think she would have made it either. But then again, I
18 haven't seen the aftermath, you know?

19 Q. Okay.

20 A. So I think that would -- if that's what he did or Ian did, I feel that was a
21 heroic thing.

22 Q. Okay. I think that's it for me. Thank you, Tom. Appreciate it.

23 A. Yes, sir. Yes, sir.

24 CAPT STONE: And thank you, Matt.

25 BY CAPT STONE:

1 Q. I just have I think one follow-up question, and that's you fly with, you
2 know, several other captains at Hop-A-Jet. Is there anything that you would
3 characterize that Ed does that's different from the other captains that you fly with at
4 Hop-A-Jet? I mean, can you think of anything that it's an Ed-ism as opposed to what
5 everybody else does?

6 A. I remember -- most of the guys who you know going back to these arming
7 the thrust reversers, I can remember -- and all the guys will usually do it on a
8 downwind, you know, and I was in the left seat with Ed a year, 2 years ago, and I went
9 and armed the thrust reversers on the downwind. And he didn't scold me. He just said
10 don't do that then. I'm like, why not? And I'm thinking to myself, everybody arms
11 these things on a downwind. He said because you wait to final, because if you have a
12 thrust reverser come open, at least you got the runway right in front of you, and I'm
13 like, that makes sense, that makes sense, you know?

14 No, I can't think of anything he does different. He's probably more
15 stringent as far as the SOPs goes and sterile cockpit, definitely. He was just a real quiet
16 guy who's -- he was a real quiet guy, you know. It was kind of difficult to have a
17 conversation with him about anything other than the airplane, even in cruise.

18 So I really -- I know where he lived, what town he lived in, but I don't know
19 anything about him or his lifestyle or anything.

20 Q. Okay. Well, that's good. That's -- I think that's the last question I have.

21 CAPT STONE: Anthony, any follow-up from you?

22 MR. DONATO: No. No, not at all. I'm very happy regarding the
23 questions that have been presented to Tom. I'm happy.

24 CAPT STONE: And Matt?

25 MR. RIGSBY: No, sir. Thank you.

1 CAPT STONE: Okay. With that, I'm -- I said we're only going to do two
2 rounds, but I do want to ask you if there's anything that we haven't asked you that you
3 expected we would or that you would like to tell us about?

4 MR. BURKE: No. I really went into this not even thinking about any
5 questions you were going to ask. Just answer the questions honestly and truthfully,
6 and I had no second thoughts about it. I can't even think anything to say, you know.

7 When they asked -- they had this eulogy I guess over at Hop-A-Jet, and I
8 ended up -- I was out in San Jose on a trip, and I didn't make it, but our -- one of our HR
9 people called me up and said would you like to give a eulogy, you know? This was
10 about, I don't know, 3 weeks after the crash, and I didn't know what to say, you know.
11 And actually I wasn't ended up there, but I really, even though I flew with the guy so
12 much, I really didn't know anything about him, so --

13 CAPT STONE: Okay.

14 MR. BURKE: -- just one of those guys who kept to himself.

15 CAPT STONE: Yeah. Well, I appreciate your time. I think this has been
16 helpful. It's good to document your observations of what Ed flew like, and that'll help
17 us, you know, as we move further down the path.

18 I am going to go ahead and ask, if Anthony and Matt don't have anything
19 else, I'm going to ask Tom to go ahead and drop off because I'm going to keep this
20 recording going so I don't have to do the preamble again with Anthony.

21 MR. BURKE: Okay.

22 CAPT STONE: And I'm just going to ask Anthony some questions. But,
23 hey, Tom, thank you very much. It's been very helpful.

24 MR. BURKE: Yes, sir. It's a pleasure.

25 MR. DONATO: All right, Tom.

1 MR. BURKE: Some kind of help. See you, Cap. Take care.

2 MR. DONATO: Thanks. Take care, Tom. Bye-bye.

3 MR. BURKE: You too.

4 CAPT STONE: Okay. This will keep us from having to go through the
5 whole preamble again, but I do want to, I do want to make sure you're okay that we are
6 recording this and transcribing it and --

7 MR. DONATO: Yes.

8 CAPT STONE: -- you don't object to us being the two questioners?

9 INTERVIEW OF ANTHONY DONATO

10 BY CAPT STONE:

11 Q. So with that, yeah, we are -- I do want to talk a little bit about specifically
12 Ian because you flew with the Ian. Other than Ed, the accident pilot, you flew with him
13 more in the month prior to the accident than anybody else, so Ian -- I just want to give
14 you a chance to talk about, you know, what was it like flying with Ian as your second in
15 command?

16 A. Ian was a very calm individual, extremely calm individual. I mean, you --
17 there's nothing you can do for him to raise his voice or decibel level. He -- we talked
18 extensively about future flights that he's done, what he's done in the past.

19 The reason we did this is that he started at Hop-A-Jet before me. I think
20 he was there in maybe '83 or '84. He was there for about 1 year and -- because I was
21 like, really, you worked there too? Oh, yeah. So that's how we started our, you know,
22 conversation, and we talked about it.

23 He said he was there for about a year, and then he had the opportunity of
24 going on with Piedmont at the time. He stayed with Piedmont, then turned into I
25 believe US Air, and then that was his career. And so when he -- I believe when he

1 reached 60 at the time, he moved on to doing contract stuff, flying 757s and aircraft
2 like that as contract.

3 And he mentioned to the point, I think he had enough of that. So that's
4 when he came back to Hop-A-Jet, got into the Lear 60 program back in -- I think it was
5 in '23 or sometime. And it was okay, but then he had the opportunity to get into the
6 Challenger. The position became available, and he hopped right on it. And that's how
7 I met Ian when he got into the Challenger program.

8 So, regarding that, you know, we got along great, we got along great. I
9 mean we just reminisced about what we've done throughout the years, and he made a
10 comment, he goes, Anthony, I just -- when I fly with you, it's just like I'm flying in the
11 airlines again. He goes, things are just like clockwork. And he may have stated that, in
12 fact. Oh, that's good. Thank you very much. And it's just so we got along great and --

13 And then he was always willing to just want to pick up on this airplane. It's
14 -- I want to go on the record and say just there are some of the pilots that didn't feel
15 comfortable letting him fly. I let him fly. The man had 20-some odd thousand hours.
16 He just wanted to learn another airplane. I felt very comfortable with him flying a plane,
17 so on deadhead legs, Ian, you're in the left seat. Sure? I go, you're in the left seat, let's
18 go. And that's what I would do. I was always a very fair individual. I still am. When we
19 have dead legs, let the guy fly. I mean, it's just -- that's how I was brought up. I don't
20 hog the left seat. If I can give someone more time over there, and he loved it. He just
21 loved it.

22 But at the same token, he knew that he had to learn the responsibilities of
23 programming FMS, which sometimes, you know, it's a handful. You know, he spent so
24 many years maybe with Honeywell, then he goes to Collins and it's different. So, you
25 know, he was getting into it, so --

1 Did that answer the question?

2 Q. Yeah, it did. It does answer the question. I just -- as far as when he's
3 second-in-command, so now he's in the right seat and you're flying passengers on a
4 135 flight, any issues with him as far as knowing what to do, when to do it, how to do it?

5 A. No. No issues. No. No, no, no. You know what? He was very
6 regimented when it came -- when it was coming to the checklist.

7 Q. Um-hum.

8 A. Do an arranged checklist. Let's do descent checklist, and he would just
9 get it out and methodically go through it because I see that as what he did in the airline
10 industry. It's drilled into you that this is the way you do it, and I appreciate that. And
11 that's -- I saw that as a very refreshing thing. No, no issues.

12 Q. Okay. I'm trying to look down my list of questions. I don't think I have
13 anything else.

14 CAPT STONE: Matt, do you have anything for Anthony?

15 BY MR. RIGSBY:

16 Q. Hey, Tony, just real quick and I apologize, what was your position again?
17 You're --

18 A. As of right now?

19 Q. Yes.

20 A. I'm just a pilot.

21 Q. Just a pilot.

22 A. Just a pilot.

23 Q. Yeah, just a pilot. Okay, but not the DO or -- you're
24 just --

25 A. I'm just a pilot. I used to do all that stuff throughout the years, the check

1 pilot, the chief pilot, all those roles. But as I've gotten older, I've kind of stepped back,
2 and I'm just a pilot and I -- and they respect that because they know, you know, I still
3 retain a lot of the information and things that you've done in your past, and I try to pass
4 that on, so they use that information, you know, as a benefit.

5 Q. Sure.

6 A. So, but basically, I just fly and -- but when there's issues, like, for instance,
7 this issue, I step up to the plate. You know, they -- would you want to do this? I go,
8 absolutely.

9 Q. Okay.

10 A. You know, it's not like it's I'm the chief pilot or the check pilot or the
11 director of operations where typically those would be the individuals that would go
12 listen to the cockpit voice recorder or review the flight data recorder. I stepped right
13 up to the plate. I'll do it. Plus, also, I'm a mechanic. I am A&P, IA, and I told them I'll do
14 it. I want to be grossly involved with this because I know not just the flying of the
15 airplanes, but I've worked on them through my years.

16 And to be quite honest with you, when this first came up -- I don't know
17 when the first conversation we had, we're all sitting around the round table at Hop-A-
18 Jet, and then we had the -- it wasn't a Zoom. It might have been just Zoom audio.
19 There was no video at that meeting. And they -- we went around, introduced everyone.
20 Then they asked what do you think, and I told them, I go, based on what I know about
21 this airplane and the mechanics of it and how the systems work -- I mean, it's recorded.
22 I'm out there. It's going to be the fuel control unit, or it's going to be the inlet guide
23 vanes, and I was extremely adamant about that. This was back whatever. I don't know
24 what the date was. And now we're doing a complete circle around because, you know,
25 I have my -- I just say my piece because I don't have any -- how can I say it -- interest for

1 me not to say anything different. I'm just making a statement based on what I know.

2 Q. Sure.

3 A. And I still firmly believe it, especially, my involvement with the dual hung
4 start issue I had and when it took place, and that was an extremely abnormal issue. Out
5 of the 12,000-plus hours in the Challengers, from time to time you might get a hung
6 start. By the time you go back, the other one starts up. This here was 2 inch and hung
7 starts, the right engine would never start after, I don't know, how many attempts, and
8 the left engine, it took, oh, gosh, I don't know, three, four attempts. Finally, it got
9 started and think -- we're thinking, all right, maybe it's a bleed issue, so let's try to do a
10 cross-bleed with the operating engine out. Number one, we still couldn't get the right
11 engine going.

12 So that was a telltale sign to me, as a mechanic, saying this is extremely
13 abnormal. And I left it like that, and dispatch told me to hop in another airplane, and I
14 did and I left. That's where I left it. I left the keys with maintenance.

15 Q. Okay.

16 A. And that's why I'm really part involved because I just -- I firmly believe it's
17 between fuel control and the inlet guide vanes, or the combination of.

18 Q. Okay. In your past life as a checker man, did you ever fly with Ed or --

19 A. Oh.

20 Q. -- or give him his check ride?

21 A. Oh, yeah, absolutely. I was -- I think I started back in '90 or '91. I think it
22 was '90 when I got my check airman -- well, maybe '90. I forget either way, but when
23 Ed started, I definitely I was involved with him. But now if you ask me specifics, there is
24 no way I could give you an honest --

25 Q. Sure.

1 A. -- answer. It was so long ago. But what I can tell you about Ed, he was
2 always the type of guy that he wanted to know, and he was like -- for instance, when we
3 moved to, what was it, Hangar 17 to Hangar 60, he wanted to be in part of -- I think it
4 was we were making our own electric garage door opener. Non-FAA, non-aviation-
5 related, but still, hangers didn't have automated doors. We had to push them with the
6 tug, and I go, this is a bunch of baloney. So what we did, so I came up with a way we
7 would design this that the motor, we got a big plate, got the wheel chain. He liked that
8 stuff. He liked the challenge, and he -- and I always challenged him because I could
9 see his process, his mental process and how he was made. He liked that.

10 And so I saw that, how he went through his aviation careers, you know,
11 wanting to know. If he didn't know, he wanted to know. Aad, like, I forgot, who was it
12 that came back? Was it -- it wasn't Tom. It might have been Chris. No, it might have
13 been Terry. But when he would come back from school with something, he would be
14 like, guess what I found out?

15 Q. Yeah. Terry.

16 A. He was that type of guys like I got this information to share with you,
17 because I would challenge him a lot. That's -- and, you know, as you meet men and
18 women, you know what their abilities are, and I challenged his abilities all the time.
19 And it was very sad when I heard this. I was painting my deck when one of my friends
20 called me, did you hear about the accident? I go what accident? He goes it had an 8
21 on the back. I'm like, an 8? And the weather is great. How can this be? And then so
22 we hung up, and I'm rolling deck upstairs, and I'm thinking, shoot, 823 had a trip to
23 Naples. That's when my stomach -- I just went -- I was like, oh, no. And that's when I
24 start putting together real quick it was 823.

25 By that time, all the videos were coming out that you saw on TV, and that

1 was just a sickening feeling, that a guy that you did your first check, his first check ride, I
2 don't know, back in the '90s or late '90s, and then Ian, which we got along great, and it
3 just like -- it just all evaporated that quick, you know. It just happened that quick, and I
4 want -- I'm very determined. I want to know why that happened. Personally, I need to
5 know.

6 Q. Sure.

7 A. You know, when -- I forgot who sent me the first things that you signed
8 being a party to the information. You know, they say, oh, you don't want to look at this,
9 you don't want to do this, and I go, you know what, guys, you make your
10 determination. I personally reviewed all the files, and that made me more determined
11 to get to the root cause of this.

12 Like I said, I have no vested interest. I'm just a pilot, but I want to know for
13 the sake of my friends that died why this happened? Is it related because of the dual
14 hung starts? I don't know, but it's kind of weird where the data that's been plotted with
15 the flight data recorder shows this anomaly tracking the same thing regarding fuel flow
16 and -- you know, hung starts are weird characters where the engine just accelerates to
17 a certain point, and the fuel flow kind of becomes stagnant, but the ITT just creeps up.
18 It just keeps going up and up and up. And if you did -- and if I didn't go -- if you don't
19 go to cut off, it's not one of those things we got to hot start. It's completely different.
20 Hot start, the ITT is just accelerating where 100 degrees for every 2 seconds or
21 something. It's not like the hung starts just progressively tracking up very slowly, and
22 maybe over 10 to 20 seconds, it might hit 1000 degrees from a nominal maybe 600
23 degrees.

24 So, in my lifetime of flying Challengers since '95, I mean there's -- I've had
25 a handful of hung starts where you accepted throughout the years. I go, I guess this is

1 like a common thing.

2 Then there's the 50 percent threshold, which no one wants to talk about,
3 where if the engines don't accelerate beyond 57 percent on N2, you're not supposed
4 to do anything except for cutoff, because if you advance the throttles, you could burn
5 up the motors that quick, because they look at that as where 57 percent, the fuel
6 closed out, right, the guide things aren't right, everything's not right to accelerate, so
7 they tell you to go to cutoff.

8 So there's something with the design that they recognize that if it's not
9 exactly right, there could be a catastrophic event. And we don't talk about that, and
10 the only reason I found out about that is when I first went to school back in -- for that
11 airplane in '98, they drilled that in your head, 57 percent, the only thing you do is
12 cutoff. But no one really knew why.

13 Q. Okay.

14 A. Until I get more involved with it throughout the years. So is that related?
15 Is there something, like, with the fuel control system where if you don't get to this point,
16 all bets are off?

17 Q. Okay.

18 A. You know, there's a lot of accidents that happened throughout the years.
19 When you get these idiosyncrasies or dormant failures that are there, and also, they
20 show their face one day, and they disappear another day. Like, in the SPS system on
21 this airplane, there had -- you know, throughout the years, you would have dormant
22 failures, SPS lights going on. What's going on? These lights are flashing. And then
23 you troubleshoot it and you can't duplicate it. What they found out was the angle of
24 attack vanes have basically a big potentiometer, and the vanes swipes, and it changes
25 the resistance. And based upon the primary position it's always in, normally cruise,

1 where that section gets worn out, and that becomes -- that leads to a dormant failure
2 where all of sudden they're not in sync with, because typically -- I forget exactly. It's all
3 measured in millivolts and resistance. When this outside of primary, you'll get a
4 message, compare to advance messenger, message stating the difference, hey, these
5 are comparing and were offset by whatever preset values.

6 But that -- those are dormant failures, and they're found through issues
7 people have had. So now, everything, it's every 400 hours we have to check the
8 resistance values on the potentiometers. So it's -- I guess that's the evolution of
9 aviation. Everything can't be straight up right in the beginning.

10 Q. Okay.

11 A. Sorry for the long-winded --

12 Q. No.

13 A. -- thing.

14 Q. It's fine. No, it's always -- my other question I had was on the
15 autothrottles. Are you familiar with the system and how --

16 A. You want my honest, honest, honest feeling? They're great for cruise.
17 They're good setting the power for takeoff, descending. But when it comes in a
18 pattern, low altitude, I turn them off.

19 Q. Okay.

20 A. They're very slow to react, extremely slow to react. If you're in a
21 downwind, you're circling approach, and all of sudden you changing -- configuration of
22 the aircraft, dirtying it up, they don't respond as quick. And when I get to a point, it's
23 off. I hand-fly the plane. It's much more responsive, me, with the controls and the
24 throttles.

25 It's a known fact. I mean, you could talk to people in the Challenge

1 industry, and they'll tell you. I don't care if it's the 604, 601, 605s. They're all the same.

2 Q. And when you're on approach, I would think --

3 A. Yeah.

4 Q. -- your hands would be on the throttles anyway. I mean, that would be the
5 standard --

6 A. Yeah, like -- I'm doing a visual -- say, I'm doing a precision approach.

7 Q. Okay.

8 A. A precision approach. I'll use the extent of it to the minimum, if the
9 weather's bad. If the weather cause it, you're at minimums, but believe me, I use the
10 term guarding the controls all the time, which that's what it is, guarding the controls.
11 That's, i.e., not just the autopilot but also the auto throttles. You guard the controls, so
12 if you're flying along and all of sudden there's an anomaly but the autopilot descents
13 are like pull up or pitch down because there was an interference with the localizer or
14 glide slope, you guard the controls so you can disconnect it.

15 And/or the autothrottle system. Say you're in turbulence, and all of a
16 sudden, the thing's lagging. You're trying to hold rough at say 10, and the thing slows
17 up to the point you have to discomp. You just don't sit there and let the autothrottle
18 system control what you're doing. You have to take control of the airplane. I'm a firm
19 believer in that, flying the airplane.

20 Q. Okay. Last question was time in the Challenger, total time and time in
21 Challenger, if you ---

22 A. Total, all Challengers, are about a little over 12,000 hours, and the
23 Challenger 604 series, 605s, about 10.

24 Q. Wow. Okay.

25 A. My total time, 19½ roughly, yeah, about 19,5 --

1 Q. Okay.

2 MR. RIGSBY: That's it for me, Rocky.

3 BY CAPT STONE:

4 Q. And I've only got one last question, I think, and that's, you know, we
5 haven't -- we've been talking about operational factors, which, I mean, that's really what
6 we're, you know, focused on, but I just wanted to get an impression from you of the
7 maintenance at Hop-A-Jet. I mean, do you think that they did a good thorough job of
8 troubleshooting your hung start issue? What's your feeling on that?

9 A. Well, you're probably looking at my facial expression. I going to tell you
10 this, is that as a mechanic -- let's use an analogy. Say you're driving in your car, and
11 your car shuts off. You bring it to the mechanic, and the mechanic goes, you know, I
12 can't find anything wrong with it. You know, maybe it was a glitch. We checked the
13 fuel that was in the tank. Everything's okay. Here's the keys. See you later. Have a
14 good day.

15 How would you feel? You would feel like -- I don't have anything
16 conclusive, I don't have any conclusive. It's like, how did this happen? Do I just mark it
17 up as an electronic gremlin, which it seems like with electronics, there are electronic
18 gremlins. There are items that do happen, and you cannot duplicate them.

19 This was not an electronic gremlin. There was nothing electronic about
20 that system. Only thing electrical about that system, above 79 percent, the N1 amplifier
21 looks at the fan as well as the low pressure section, and it starts scheduling fuel. But
22 this was nowhere near. We're talking idle. We're talking start sequence.

23 So I just think personally, even though I was told -- I wasn't part of the
24 troubleshooting, but they called GE to get advice on it. They said change the fuel
25 filters, check the fuel. They're GE. That's what their recommendation was. I personally

1 have not reviewed anything else, so based on that, I think they went based on GE's
2 recommendation. That was it, so I don't know.

3 You know, hindsight's always 20/20, but me as an individual, I like to have
4 some type of, you know, way to determine that fuel, and that's what I was -- fuel? Nah,
5 that's not the problem. So it's just you can't do everything. Like I said, I'm a pilot. I just
6 do my job.

7 But it just seems that -- I'm just wondering, and I haven't looked yet, if
8 anyone, NTSB, FAA, anyone has looked into anything besides what GE recommended
9 them to do? Is there anything published saying that GE should have said no, no, no,
10 under Chapter 72, da-da-da-da-da, we need to do this, this, and this? I don't know. I
11 don't access to the manuals anymore. I don't know that, and that's -- it bothers me
12 because I just feel that, you know, the guy gave you the keys back to the car and you
13 drive and happens again, but unfortunately it fails and you get hit. And then a report
14 from the cop or the officer had, after you passed away, says oh, his starter stalled out.

15 Q. Yeah.

16 A. I don't know. I mean, that's a question that the people higher up than me
17 that have to make that determination. I don't know.

18 Q. Okay.

19 A. I wish I had that answer but, like I said, as a mechanic I thought maybe GE
20 or maybe there would have been other discussion of like we need to do other things.
21 But it was just -- and, you know, and the thing is the next day the plane starts up fine.

22 Q. Um-hum.

23 A. Dormant issues. And then the plane flew for 2 weeks, and all of a sudden
24 this happened? But the ironic -- the thing that's the commonality is both engines. So
25 I'll take this to my grave. I firmly believe whatever happened to me on the ground

1 doing start what happened to those two engines again. And, unfortunately, it was in
2 flight. They went into a hung mode where the engines -- when he was coming in, Ed
3 was dirtying up the airplane to the point where his gear flaps, full flaps, and then he
4 started bringing the power up, and there was no power to get. There was no power,
5 and the only thing that happened was the ITT just creaped up and two spools kept
6 going down. Everything was just opposite, which is normally what I get doing hung
7 starts.

8 Q. Right.

9 A. Well, I personally hope that they do find something conclusive because
10 that's the only way I think people -- NTSB needs to present this to the rest of the
11 Challenger industry, saying we have conclusive evidence that this is what we think
12 happened.

13 And it needs to be precautionary. Information needs to be sent out. And,
14 personally, service bulletins don't cut it. They don't have teeth. Unless you issue a
15 mandatory bulletin or AD that has some substance that mandates people doing this, a
16 service bulletin doesn't have teeth.

17 Q. Um-hum.

18 A. They don't. They just like, no, I don't need to do it. That's why it's
19 recommended. This is the term everyone used. It's recommended.

20 Q. Well, I appreciate --

21 A. I'm sorry to be, I'm sorry to be so long-winded about this, but it's an event
22 that took place where, unfortunately, these two men died, and I was involved with hung
23 starts.

24 Q. Right. Well, no, I appreciate your insight, and you know, certainly, you
25 know, the propulsion teams here are definitely looking hard at, you know, what you

1 were talking about and those two items for sure. And, you know, we'll just have to see
2 where the cards lay and --

3 A. You know, another thing I've done -- I'm sorry, I've been so adamant. I
4 mean, some of the -- our flight crew are some -- they don't -- they're afraid to bring the
5 pilot back to idle because -- seriously. They're like, we don't want to bring the -- I go,
6 guys, man, I understand. So what I've been doing, I've been flying with the guys and
7 showing them, bringing it back to idle.

8 But the one thing that I noticed and that I've got video of this here, Hop-A-
9 Jet -- anyways, Hop-A-Jet since the accident, we've -- they've been doing precautionary
10 things and doing them.

11 We've had 699, another one of our Challengers, the 605, have you heard
12 about that?

13 Q. No.

14 A. No? Oh. Is it fair for me to talk about it, right?

15 Q. Right.

16 A. Okay. I don't know where I was, but I think it was Terry called me up, and
17 he told me this: Anthony, you're not going to believe this; I just had a hung start on
18 699. Write it up; tell maintenance about it right now.

19 He got maintenance involved, doing it right away, and they duplicated.
20 Again, they couldn't start the engine. That started the thing going, so they -- what they
21 did, they pulled -- they had the -- they pulled that engine off, GE pulled the engine off,
22 and they sent it to GE. I don't know what the findings are yet, so they're -- so they put a
23 loaner on. This is, of course, over weeks. They put another loaner on. They go out
24 there. Loaner starts up. Let's start the right engine up. The one that was replaced, the
25 left engine. The right engine all of a sudden, it starts up fine. They go, let's try it again.

1 They try starting the right engine again; it won't start, hung start.

2 This is crazy now. Now we got hung start, engine replacement. The
3 opposite engine started fine the first time, but then it hung start on the second time.
4 Now that engine's off. So now I have a 605 in maintenance with two engines off. So
5 that was that airplane.

6 Then, through the course of all this, ever since the accident, there was a
7 Challenger 650, I think it is, same engines. The previous -- the crews that were flying
8 that airplane for a while brought up, oh, yeah, we've been having hung starts on this
9 engine too. Really? When were you going to tell people about this? Our maintenance
10 director went through the roof. So they remove that engine. It's sent out to GE.

11 Now we're having a rash of issues, so there has to be some type of --
12 something needs to come where people look at this, like, what are we, what's going on
13 here? Is this an industry problem? Is it a local problem nature? We don't know.

14 Only thing I saw, so what I did, back to the original thing with the crews
15 that are afraid to fly, bringing the powers back, we've been flying, but when I'm on
16 board and we'll video -- I'll video, all right, bring the powers back. We're trying to
17 emulate exactly what the conditions were with Ed, the speed, altitude, configuration of
18 the gear and the flaps. And the one thing that's bothering me really bad is that when I
19 see the powers coming back, they don't show the deflection like 823 did. And I've
20 done it many times now in the plane I've been flying.

21 Q. What do you mean by deflection?

22 A. Okay. On 823, did you see the flight data recorder?

23 Q. Yes.

24 A. Okay. Where you can see the power was very stable and all of sudden it
25 goes down. There's that banana swooping event that goes on, and then the engine

1 tries to recover. This airplane offline doesn't do that. It doesn't do it. And it might --
2 maybe, okay, maybe the nominal idle might be 400 pounds per hour. It's dropping
3 down 5 percent, maybe 20, 30 pounds, and back up. But 823 was dropping down
4 almost 200 pounds and recovering over almost like a 5-second period like one of these
5 long drawn-out banana-shaped things.

6 This airplane I'm flying, it's a small loop, loop, right back up. Now, and I
7 sent -- and I've been extremely adamant about this, and I'll probably get on the phone
8 and call the director of maintenance. I go, when are we going to download this data
9 and send it to Charles? Or he can look at this. We got to come up with other airplanes
10 in the industry and see what is normal.

11 So, and then they went back and they looked at this banana fuel flow
12 thing, and they went back in some of the earlier trips on 823, and it was there. It's been
13 there. Now, has it been there for a long time? Maybe it goes back to original rigging?
14 And, finally, it's become nominal, and it's becoming outside it, and it's not tolerant
15 enough? And then you have potential of more hung starts and issues.

16 That's where I'm at.

17 Q. Okay. Well, actually, that's very valuable, so I appreciate that input.

18 A. I'm just -- you know, I'm the type of guy, I always try to work things. And I
19 know how you guys are very thorough, believe me, because you got to rubber stamp it
20 when it's done, that you've done thorough research on before any type of, you know,
21 evaluations or determination of what the issue was. But I think there's a lot more stones
22 that we need to turn over.

23 I'm supposed to go up to Massachusetts, I forget what airport it is, where
24 the GE -- where they disassemble the engines?

25 Q. Lynn, Massachusetts.

1 A. Yeah. That's going to take place, I was told, on the 29th, but they want
2 me to be there to see the parts, how they become disassembled.

3 Q. Yeah. I'm actually going to try and go to that also
4 because --

5 A. That is extremely important because, I mean, it's -- even though they sent
6 the fuel controllers out to, I think, the Woodward?

7 Q. Woodward.

8 A. And that's all great and everything, and they're going to put it on the
9 bench, and it's all going to be on bench settings, which is extremely different than in-
10 the-real-world settings and what it does. And we might see something going on with
11 these, and the guide thing's either hanging up, being less tolerant to tolerances as the
12 engine heats up. I'm a firm believer in compressor washes, extremely am, and now, I
13 don't know, there has to be something conclusive, because I have so many people in
14 the industry, friends that fly the planes, they want to know.

15 And I told them, I really can't tell you. I wish I can. I mean, it's just that
16 there's nothing has been reached yet, and everyone's having a hard time with this.
17 Like, how did this happen? How does this happen? Well, someone hit the wrong
18 button. Wrong. Someone this. Well, they ran out of fuel. Wrong. It's -- and they keep
19 -- they want to know.

20 Q. Right. No, that's valuable.

21 A. All right, let's go down -- I don't know -- I don't want to bother people
22 really. It's just a chance to talk to someone, which I'm talking to and I'm expressing my
23 concerns. You know, I'm trying to go up the proper chain of command. Yeah.

24 CAPT STONE: Matt, you had another --

25 BY MR. RIGSBY:

1 Q. Just a quick question, Tom. Just to let you know, we do -- I do have our --
2 what's called the -- used to be called the engine certification office, but they're part of
3 the investigation as well for the continued operational safety end of it, so they're
4 heavily involved with GE and not just for this accident but overall for the fleet safety-
5 wise.

6 A. Um-hum.

7 Q. What were the N numbers? It was 605?

8 A. The plane that I'm flying in right now?

9 Q. Well, you said that the aircraft was down for heavy maintenance for the
10 hung starts.

11 A. Oh, okay. The plane that's down for maintenance right now is N699ST,
12 and that's the airplane that has both engines off now because of hung starts.

13 Q. Okay. And then there was another one, you said? Another --

14 A. There was N858, and I don't know if that's all the numbers. It might have
15 a RY at the end. I don't know.

16 Q. Okay. But that was -- the reason this was brought up is that it came out
17 where that engine, one of the engines had multiple hung starts, and supposedly, the
18 crew wasn't telling anyone until the event took place, is like, how long have you been
19 having this? And, oh, yeah, we get this all the time, type attitude. And it's -- sometimes,
20 I can't blame the crew because they go -- I didn't want to use peer pressure. They get
21 under the pressure of their boss, and that's the 91 operation. You know, they fly 91.
22 They fly other people. They're boss, they're the owners of the airplane maybe. And
23 everyone aims to please, attitude. Aim to please, the trip needs to happen at what
24 cost? And so they just thought it was, you know, one of those events that, oh, I guess
25 this thing has hiccups all the time.

1 Q. Okay.

2 A. But it shouldn't be like that. That's not designed to work like that.

3 Q. And -- but it's a Hop-A-Jet aircraft, the --

4 A. It's a Hop-A-Jet aircraft, and it's I think up until recent it was really never
5 used for charter. It's just 91 usage.

6 Q. Okay.

7 A. But I think it was under your certificate still.

8 Q. Okay. I can look at the certificate and pull it --

9 A. Yeah. And then like the plane I'm flying now, N650HJ, it's a 604, and
10 that's the one that it got a clean bill of health from GE. They came out. I think they did
11 a visual check on it. I think they did a borescope. They did a pressure check on the
12 fuel output going to the piston that controls the inlet guide vanes. And all that was
13 acceptable data, and that's the one I've been flying now since Thursday, and I've been
14 doing videos and videos and videos. And this fuel flow does not mirror image of what
15 823 was doing, meaning when you bring the throttles back to idle, the engines come
16 down and fuel flows, they drip dip just below normal idle, and they come right back up.
17 They do. I mean, but we're talking less than 10 percent deviation from normal idle.

18 Well, 823, normal idle was 480 and they said they went down 197
19 pounds, both of them. So that tells me either there is original rigging wherever and
20 there -- whoever rigged them or whatever happened, it's best -- it's common. And now
21 it's becoming less tolerant to that, and that's when we're starting having our problems,
22 so --

23 Q. Okay. Okay, I'm --

24 A. You know, don't you wish sometimes that you could talk to the people
25 that are in the think tanks that design this stuff and then get them involved, and maybe

1 they could have some really good answers for you. But it just seemed like we could
2 never get access to those people.

3 Q. Yeah. And this engine is not -- it's not like it's a new engine.

4 A. No.

5 Q. It's been around --

6 A. No.

7 Q. So as a mechanic you might know the answer to this question. Can you,
8 on a borescope, can you actually look at the inlet guide vanes? How can you -- what do
9 you look at to tell what they're doing?

10 A. Okay. I've never done it, but I've witnessed other borescopes of other
11 sections of engines. Beautiful. Borescope based on the size of the borescope where
12 you're accessing it. The borescope equipment nowadays is great. But what I was told
13 by other mechanics, primarily people from GE, it's almost impossible to gain access to
14 where the guide vanes are because of the location. And there is one rep, I suppose
15 really smart guy. His name was Sam.

16 Q. Yeah.

17 A. He's part of the -- Sam Formaglia (ph.)?

18 Q. Formega, Formegula (ph.).

19 A. Formea (ph.), that's it, yeah. I met him up in the, up in the NTSB. We went
20 out a couple times. He's on the thing where we talked, and he admitted, he goes, this -
21 - that area is extremely hard to gain access to. So is that an area if maybe there's
22 potential growth of corrosion that can occur that we can't really monitor? Is that
23 possible, just possible?

24 Q. Yeah.

25 A. And their wash procedures that GE recommends every 400, is it really 100

1 percent effective? I believe in it. I believe in it primarily because I know when you
2 operate these engines long enough, your vibe meters, your vibe numbers start going
3 up. And then when you start getting them, getting higher and higher and higher, you
4 don't feel it in the airframe, but you see the indication getting higher, higher, then you
5 know you're good for a wash. Even though it might not even be 400 hours yet, you
6 engine wash it, your vibe numbers come right down. So that's like clockwork.

7 But cleaning and being an exceptional way of cleaning that area, do they
8 really know? How do they really know if they can't get access to it to see it?

9 Q. Yeah. All very good questions. Ones that I'm sure the propulsion team is
10 going to be looking at really hard.

11 A. Yeah. I mean, they're -- I mean, like I said, I've always been a pro
12 advocate of -- I've flown in Challengers. That's why I never left them. I -- they're great
13 airplanes. I got a ton of time, I feel very comfortable with them, and when that
14 happened, I'm like, what? How could this be now? Now, all this stuff is coming out. So
15 we'll figure it out, but it might take some time.

16 Q. Well, I appreciate your time with us, Anthony, for helping interview
17 everybody and also for this interview because I -- you know, your views, I think, are
18 valuable, so I appreciate that.

19 A. But I'd love to talk to people because I -- it's just that it's like, you know,
20 not one individual knows everything, and with a collective effort among many minds
21 when coupled, maybe some resolution.

22 Q. Yep.

23 CAPT STONE: Well, with that, Matt, if you don't have anything else, I'm
24 going to say we're done for today, and I'll end the recording.

25 (Whereupon, at 1:26 p.m. CDT, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

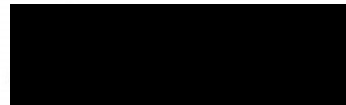
IN THE MATTER OF: BOMBARDIER PLANE FATALLY COLLIDES
 WITH VEHICLE ON INTERSTATE 75
 IN NAPLES, FLORIDA ON FEBRUARY 9, 2024
 Interview of Thomas Daniel Burke and
 Anthony Donato

ACCIDENT NO.: ERA24FA110

PLACE: via telephone

DATE: April 1, 2024

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



Agatha Pak
Transcriber