

Adam M. Gerhardt
Senior Aviation Accident Investigator
Office of Aviation Safety, Eastern Region

Date: March 27, 2024

Subject: NTSB# ERA24FA136

Contact: Raymond Keith (Standards Captain, REVA)

The individual noted above provided the following information via telephone conversation. Captain Keth was asked several questions about the pilot in command (PIC), Mr. Colmenares, who was the PIC¹ of the accident flight. The questions were focused on the PIC's past employment and flight experience at REVA. REVA is a Part 135 operator that has no direct involvement in the accident. The below contents are a summary of what was reported:

- Captain Keith recalled they performed one flight together near the end of July 2023.
- Captain Keith reported that Mr. Colmenares struggled with his communications during flight and struggled immensely with programming the Flight Management System (FMS).
- Captain Keith recalled that it was "like having a brand new pilot" on the line. He expressed that it was "concerning" because it was his understanding that Mr. Colmenares had prior PIC Learjet time and could not understand his performance he was observing. Captain Keith asked Mr. Colmenares, "who programmed the box for you?" at this past operation. Captain Keith reported it was not clear.
- Captain Keith reported that they conducted into Philadelphia, PA. he recalled that Mr. Colmenares "couldn't shoot the approach." He described that it was constant probing and reminders for the entire approach, on his lateral and vertical deviations, and airspeed control.

¹ Mr. Colmenares is referred to as the PIC in the memorandum due to the fact that he was the PIC of the accident flight, however; REVA reported that he never flew as PIC for their operation.

- Captain Keith reported that he suggested to Mr. Colmenares that on his off days, he should study the airplane systems and checklists to better prepare for flights, however; he believed he did not do this.
- Captain Keith reported that it was surprising that he had past PIC experience on the Learjet and that he passed PIC training recently at Flight Safety.

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Date: March 21, 2024

Subject: NTSB# ERA24FA136

Contact: Captain Chris Madge (Standards Captain, Check Airman, REVA)

The individual noted above provided the following information via telephone conversation. Captain Madge was asked several questions about the pilot in command (PIC), Mr. Colmenares, who was the PIC¹ of the accident flight. The questions were focused on the PIC's past employment and flight experience at REVA. REVA is a Part 135 operator that has no direct involvement in the accident. The below contents are a summary of what was reported:

- Captain Madge reported that the flying the PIC was on the Learjet 31 (Lear 31). He explained that he was not a capable pilot and that he scraped by in training at Flight Safety. He stated, "how did this guy get through Flight Safety" training.
- Captain Madge reported that his checklist usage, adherence to SOPs, CRM, and aircraft control, were all issues that he either personally observed as deficiencies during flights, or that other REVA check airman observed.
- Captain Madge reported that he claimed to hold an amount of flight experience that was not commensurate with how he performed on the job as a flight crewmember.
- Captain Madge reported that the PIC was not up to Part 135 standards. He explained that to his knowledge, the Director of Operations at REVA decided to terminate the PIC, based upon his flight performance and feedback from several check airman at REVA.

¹ Mr. Colmenares is referred to as the PIC in the memorandum due to the fact that he was the PIC of the accident flight, however; REVA reported that he never flew as PIC for their operation.

- Captain Madge explained that he would never had passed him out of IOE (Initial Operating Experience).
- Captain Madge reported that he had never flown into HSP (Ingalls Field)

****END****

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Office of Aviation Safety, Eastern Region

Date: April 1, 2024

Subject: NTSB# ERA24FA136

Contact: Captain Carl Hosfeld (Chief Pilot, REVA)

The individual noted above provided the following information via telephone conversation. Captain Hosfeld was asked several questions about the pilot in command (PIC), Mr. Colmenares, who was the PIC¹ of the accident flight. The questions were focused on the PIC's past employment and flight experience at REVA. REVA is a Part 135 operator that has no direct involvement in the accident. The below contents are a summary of what was reported:

Mr. Hosfeld reported that he flew one flight with Mr. Colmenares at REVA. The flight was a roundtrip out and back leg on the Learjet 35. Each leg was only about 15 minutes. He explained the trip occurred very early in Mr. Colmenares initial operating experience (IOE), and the flights were not of a duration where a substantive review of Mr. Colmenares flight performance could be thoroughly evaluated.

Mr. Hosfeld reported that the first leg, Mr. Colmenares's flight performance was unremarkable and there were no major issues. Mr. Hosfeld reported that on the return leg, he began to notice that in the quick pace environment, a communication barrier persisted with Mr. Colmenares. He explained that it was his view, that Mr. Colmenares needed time to interpret what was being stated, which delayed his actions in the cockpit.

¹ Mr. Colmenares is referred to as the PIC in the memorandum due to the fact that he was the PIC of the accident flight, however; REVA reported that he never flew as PIC for their operation.

Mr. Hosfeld, being the Chief Pilot, sat in on some ground school training sessions that Mr. Colmenares attended. Mr. Hosfeld explained that in slower paced environments, the communication barrier was much less of an issue, as compared to the cockpit.

Mr. Hosfeld reported that after Mr. Colmenares originally struggled with training at Flight Safety, at his initial training for the LR-JET, he was moved from the PIC position to the SIC position.

Mr. Hosfeld explained further that in his role as Chief Pilot, several Captain's at REVA reported significant flight performance issues with Mr. Colmenares, which ultimately led to his dismissal from REVA.

Mr. Hosfeld reported that he knew of only one or two other pilots in his years of experience as Chief Pilot, where pilots were dismissed during IOE at REVA. Mr. Hosfeld reported it was a culmination of flight performance issues that Mr. Colmenares experienced while at REVA that led to his dismissal, rather than one particular safety event during a flight.

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Office of Aviation Safety, Eastern Region

Date: March 27, 2024

Subject: NTSB# ERA24FA136

Contact: Thomas Cheney (Former Standards Captain, REVA)

The individual noted above provided the following information via telephone conversation. Captain Cheney was asked several questions about the pilot in command (PIC), Mr. Colmenares, who was the PIC¹ of the accident flight. The questions were focused on the PIC's past employment and flight experience at REVA. REVA is a Part 135 operator that has no direct involvement in the accident. Mr. Cheney has since moved on from REVA and was employed as a pilot for a Part 121 carrier. The below contents are a summary of what was reported:

- Mr. Cheney recalled they flew about 8 hours together on two trips in August 2023. He recalled that the 8 hours of flying was over about 6 legs of flying.
- Mr. Cheney recalled that Mr. Colmenares was a nice person.
- Mr. Cheney reported that in the flights together, Mr. Colmenares lacked checklist discipline and adherence to sterile cockpit. When they flew together, Mr. Colmenares was still on Initial Operating Experience (IOE) training and he expected his performance to be better.
- He recalled that it was routine to have to prompt him on performing checklists and added that it was not limited to an occasional omission that any pilot could forget, but rather a constant reminder to execute the appropriate checklists.
- Mr. Cheney reported that standard call outs that were expected of Mr. Colmenares, for altitude, heading, airspeeds were essentially "nonexistent" during their flights.

¹ Mr. Colmenares is referred to as the PIC in the memorandum due to the fact that he was the PIC of the accident flight, however; REVA reported that he never flew as PIC for their operation.

- Mr. Cheney reported that he learned from REVA management that Mr. Colmenares was originally hired to be an "off the street" captain. Mr. Cheney reported that there was no way he was prepared to be a captain and would need a lot more time as a second in command (SIC).
- Mr. Cheney reported that Mr. Colmenares routinely needed extra time to process English commands, either from him, or air traffic control. It was clear that he needed extra time to process what was being said in English.
- Mr. Cheney reported that the flight performance issues were communicated to the REVA Chief Pilot. Mr. Cheney reported that it was his understanding Mr. Colmenares was dismissed from REVA.
- Mr. Cheney reported that Mr. Colmenares flew about half of the flights as pilot flying. Mr. Cheney recalled that Mr. Colmenares would fly an approach on glidepath, but in the last 100 ft of the approach, he would dip below the glideslope and PAPI. He recalled writing this detail to the Chief Pilot, about failing to follow the glide path/ glideslope.
- Mr. Cheney reported the following in writing:

1) His systems knowledge was very weak - especially programing the FMS [Flight Management System]. He needed a lot of coaching for even simple functions. Typically normal for new FO's [First Officer's] in the first couple of flights but, I think, he had previous experience flying LR-JET type aircraft.

2) His knowledge of how to operate in the IFR [Instrument Flight Rule] system was alarmingly deficient. Just a few examples: he didnt know what a descend via clearance was or how to perform one, speed restrictions for class C and D airspaces, or how to pick up an IFR clearance if the tower was closed."

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