

ERA24LA094

OPERATIONAL FACTORS

Attachment 1

Southern Airways Express Pilot Interview Transcripts

April 12, 2024

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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SOUTHERN AIRWAYS EXPRESS *

FLIGHT 246 EMERGENCY LANDING * Accident No.: ERA24LA094

IN LOUDOUN COUNTY, VIRGINIA *

ON JANUARY 19, 2024 *

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INTERVIEW OF: AWAIS AHMED, CAPTAIN

Southern Airways Express

via Microsoft Teams

Wednesday,
January 24, 2024

APPEARANCES:

ROCKY STONE, Operational Factors Investigator
National Transportation Safety Board

SHAWN ETCHER, Operational Factors Investigator
National Transportation Safety Board

PAUL SUFFERN, Meteorologist
National Transportation Safety Board

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I N T E R V I E W

(10:19 a.m.)

MR. STONE: Well, good morning, everyone. It is 10:19 a.m. Eastern Time on January 24th, and we're here to talk about -- interviewing Awais -- and how do you pronounce your last name?

MR. AHMED: Ahmed.

MR. STONE: Ahmed, Awais Ahmed of Southern Air Transport. And my name is Rocky Stone and I'm an operational factors investigator with the NTSB, and I'll be the operational factors investigator for this incident that occurred just outside of Washington Dulles Airport on January 19th.

And our role at the NTSB is to learn what we can about the incident, learn what happened and how and why it happened, and so we can make recommendations for keeping it from happening again. And as part of the process, we have multiple disciplines participating in the investigation. I'm doing the operational factors. There's actually another person who's actually the investigator in charge. We're also going to have a propulsion team looking at the engine.

And for now, I'd like to just go around the room and have everybody else introduce themselves. Shawn?

MR. ETCHER: Good morning, Captain. Is it okay if I call you captain or would you like me to call you something else?

MR. AHMED: That's fine, sir.

MR. ETCHER: All right, Captain. I appreciate that. Thank

1 you for joining us this morning. My name is Shawn Etcher. I'm
2 also an operational factors investigator. I'm here to learn what
3 I should do, and Rocky's going to teach me how to do that. So I
4 appreciate you letting me be on board here today and talking with
5 you, and I appreciate the time today.

6 MR. AHMED: Thanks.

7 MR. STONE: Thank you, Shawn. And Paul?

8 MR. SUFFERN: Hey, good morning, Captain. My name is Paul
9 Suffern. I'm a meteorologist investigator with the NTSB, looking
10 at the weather sides of this investigation. I've been with the
11 NTSB about 14 years and before that I worked up in Alaska, so a
12 little bit, little bit warmer now than where I was before. But
13 appreciate your time, and learn from your experience.

14 MR. AHMED: Okay.

15 MR. STONE: Great. Thank you. And as I did say, we are
16 going to make a transcription of this and it will eventually go
17 into the factual report and the public docket. The audio and the
18 video from this will not ever see the light of day, so you don't
19 have to worry about that.

20 One thing, if we're -- we're going to do two rounds of
21 questions basically. And, you know, I'm going to start and then
22 Shawn will follow up and then Paul. And, you know, and then we'll
23 go through a second round, typically much shorter. One big thing
24 is if we ask you something and you don't understand it, please ask
25 us to clarify the question. Or, you know -- or, and if you don't

1 know the answer, saying I don't know is fine. That is an answer
2 and, you know, we can work from there.

3 MR. AHMED: Okay.

4 INTERVIEW OF AWAIS AHMED

5 BY MR. STONE:

6 Q. Let's go ahead and start with just some basic information
7 about you. Can you go ahead and give us --

8 MR. ETCHER: Hey, Rocky.

9 MR. STONE: Yeah.

10 MR. ETCHER: Before we start, Captain, I notice you don't
11 have a representative with you. You are entitled to have one. Do
12 you wish not to have one? You don't need one, but you do have
13 that -- we do give that allowance. So if you need a
14 representative here with you, that's fine; if you don't, that's
15 fine. If you come up with a question and you're not really sure
16 and you need to talk to somebody, we can always help you phone a
17 friend or whatever. But I just wanted to make sure you did not
18 want a representative here with you?

19 MR. AHMED: No, I don't want any representative with me.

20 MR. ETCHER: Okay. Thanks.

21 Sorry about that interruption, Rocky.

22 MR. STONE: Okay. Thank you. Thanks, Shawn.

23 BY MR. STONE:

24 Q. Okay. So let's go ahead and start with your name and your
25 job title and -- we'll start that, Awais.

1 A. So my name is Awais Ahmed. I'm working with Southern Airways
2 Express since June and I'm flying with them as a airline captain.
3 And I'm based in DuBois, Pennsylvania.

4 Q. Okay. What did you do before Southern Air Transport?

5 A. I was working at the airport in Fort Lauderdale for
6 (indiscernible). Yeah. I was just like signing up members and
7 that was pretty much it. Then before that, I used to live in
8 Pakistan. I basically started my flying back in Pakistan, and I
9 just moved to U.S. in 2022. I got married to a U.S. citizen girl
10 and she applied for me and I got to U.S.

11 Q. Oh, excellent. Okay. Thank you. And can you tell us what
12 kind of airman certificates you have?

13 A. I have commercial, private, single and multi-engine.

14 Q. Okay.

15 A. Instrument rating.

16 Q. And how many hours do you have approximately?

17 A. Approximately it's -- approximately 1580 something, 1,580.

18 Q. And how many in the Caravan?

19 A. It is 570, -80, somewhere around.

20 Q. Okay. And so can you tell us about the Caravan you were
21 flying, the configuration and the crew compliment, things like
22 that?

23 A. Yeah.

24 Q. So -- go ahead.

25 A. Ask me a question, like what do you want to know about the

- 1 Caravan?
- 2 Q. Well, how many seats, how many crew members?
- 3 A. Oh, 2 crew members, 9 passengers, total 11 seats and -- yeah.
- 4 Q. Okay.
- 5 A. Five horsepower.
- 6 Q. Let's see. Other -- how about a medical certificate? Do you
- 7 have a --
- 8 A. Yes. I have class on medical certificate.
- 9 Q. And first class?
- 10 A. It is first class.
- 11 Q. Okay. And when was your, when was your last medical?
- 12 A. It was in, I think, August 2023.
- 13 Q. Okay.
- 14 A. Yes.
- 15 Q. And when did you complete your most recent training on the
- 16 Caravan?
- 17 A. With Southern?
- 18 Q. Yes.
- 19 A. Yeah, it was in November.
- 20 Q. Ah. Okay. And was that --
- 21 A. It was pilot --
- 22 Q. And did you start --
- 23 A. Yeah, it was captain upgrade training.
- 24 Q. Okay. So you did -- you were a first officer for a while
- 25 when --

- 1 A. Yeah.
- 2 Q. -- after you got hired in June?
- 3 A. Yeah.
- 4 Q. Okay. Okay. And for the actual incident flight were you --
- 5 you were obviously the pilot in command. Were you in the left
- 6 seat?
- 7 A. I was in the left seat.
- 8 Q. And who was the pilot flying?
- 9 A. It was Jodie Lyons.
- 10 Q. Okay. She was the pilot flying and you were the pilot
- 11 monitoring?
- 12 A. No, I was the pilot flying. She was the pilot monitoring.
- 13 Q. Ah, okay. Great. Let's see. So you said you did most of
- 14 your flying in Pakistan. Is that where you got --
- 15 A. Yeah. I got my commercial first in Pakistan. When I moved
- 16 to U.S. I had like 900 hours. I moved to U.S., I did my license
- 17 conversion in U.S. and right now I have 1580 something around.
- 18 Q. Okay. Great. Any issues with your prior flying? Have you
- 19 had -- been involved in any other incidents, accidents?
- 20 A. No. Never. Never.
- 21 Q. Never?
- 22 A. It's the first one.
- 23 Q. Okay. Well, and this one, this one was a good one, so --
- 24 everybody walked away. Okay. I guess what I'd like to do next is
- 25 just go over, you know, the day of January 19th, what -- where you

1 started, what you did. And actually, what I want to do is, I want
2 to kind of be a fly on your shoulders. I want see what you see,
3 feel what you feel, hear what you hear. So just kind of walk me
4 through that day. What, how did -- where do you start?

5 A. I started my day in DuBois. So my first flight was from
6 DuBois to Washington Dulles scheduled at 6 a.m. I reached to the
7 airport 5 a.m. I did preflight, everything, refueling, flight
8 planning, weather. And I started my flight from DuBois to
9 Washington Dulles. So it was just low visibility. I just landed
10 there, I think, after 7. And my next flight should be about 8:25.
11 Then I was on break for 45 minutes. I waited there, then I
12 started my next flight.

13 On my first flight it was only one passenger. The second one
14 I had five passengers on board, the same FO, Jodie Lyons. And I
15 checked the weather of Lancaster. Everything it was like low
16 visibility and light snow. So, and I started the airplane. I did
17 my checklist for the normal checklist, and then ATC clear us for
18 the takeoff.

19 And I took off. Approximately at 700 feet -- I can say 700
20 feet approximately, the standby power annunciator comes on. So I
21 was trying to realize, figure out what happened. Then right after
22 that, I felt engines like start vibration. It was so bad. I felt
23 the engine vibration and, right after that, I started losing
24 power. I was adding power, nothing was working. I did my basic
25 checklist. So basic checklist, I did my ignition on, boost pump

1 on, and I told my FO we are going back. She said -- she called
2 Mayday, Mayday, Mayday.

3 I was turning left and I realize I was sinking, I'll be
4 unable to make the runway. So I saw a spot. I saw a highway. I
5 decided to go for the highway because I was losing height, I was
6 turning and losing height. I didn't have enough power to land
7 back to the runway. So I make an approach to a highway and it was
8 high tension wires, left side was trees, and I was trying to find
9 a spot, like open spot to land the airplane safely. I was
10 thinking about the passengers. I was thinking about the
11 landing -- about to land safely. And I make an approach there and
12 I just landed there.

13 I did my basic checklist. I didn't have enough time to
14 figure out everything because I was trying to find a spot. I was
15 turning and I realized in the turn that I'll be unable to make to
16 the runway because I didn't have enough altitude.

17 Q. Great. Now --

18 A. And I just made, I just made the decision because I didn't
19 have enough time to figure out everything.

20 Q. Okay. Well, very good. Well, let me -- I'm going to
21 actually -- I want to take you back and walk back a little bit.
22 But that's actually -- that was a very interesting explanation of
23 what happened, so -- but I'm going to walk back to your first
24 flight was DuBois to Washington Dulles.

25 A. Yes.

1 Q. And you landed and it was -- I assume it was low visibility.
2 Was it snowing when you landed?

3 A. When I landed it was not snowing, but when I was about to
4 take off, then it was snowing.

5 Q. Oh, okay.

6 A. Yeah.

7 Q. So there was a break in the snow. So let's walk through what
8 happened, you know, after landing from DuBois. You taxied in.
9 You said you had, I think, a break of 40 or 45 minutes, I forget,
10 something like that.

11 A. Yeah.

12 Q. Did you -- what do you do during that break? Are you --

13 A. I just went inside and I just sat there. I just talked to
14 the ramp agent and I just signed the papers and come back.

15 Q. Okay. Now so when you sign their papers, does that include
16 another check on the weather or is that just --

17 A. Yeah, I did -- I checked the weather after that, too. So we
18 fly like one -- so we fly like one and one leg. I fly one leg and
19 she fly one leg. But I already flew first one, and checked the
20 weather, which was IMC in Lancaster. So I talked to my FO and she
21 was like, we have to make an approach there, so if you don't mind,
22 can you fly this one? So it was basically her turn, but she was
23 like, can you fly this one because it's IMC there so we have to
24 make an approach? I was like, I don't mind fly this one. So this
25 was my second one.

- 1 Q. Okay.
- 2 A. Yeah.
- 3 Q. So when you came back out, obviously you got your one
4 passenger off and now you're loading passengers and luggage.
- 5 A. Yes.
- 6 Q. Are -- did you or was it your FO that did the preflight or --
- 7 A. Yeah, yeah. We did the preflight.
- 8 Q. Okay. What does that consist of? Is it just a walkaround?
- 9 A. Yeah, it was a walkaround. I check the airplane, she check
10 the airplane. It was a walkaround. I inspect the airplane. I
11 was like I decided not to do deice. It was not -- it was no ice
12 that was there, so I decided not to do deice, and then we went
13 to --
- 14 Q. Okay.
- 15 A. Yeah.
- 16 Q. So, and then when you start that -- started the incident
17 flight, everything appeared to be going normally, I guess, and --
- 18 A. Yeah. It was -- yeah, everything was normal.
- 19 Q. And when did it start -- you said it was snowing or when you,
20 by the time you took off.
- 21 A. Yeah.
- 22 Q. When did that snow begin? Was it --
- 23 A. When I was going towards the airplane, the snow began.
- 24 Q. And was --
- 25 A. Yeah. When I was -- yeah, when I was going to back to the

1 airplane, the snow began.

2 Q. Okay.

3 A. When I check the airplane, it was no ice, snow
4 (indiscernible) the airplane when I checked it, so I decided not
5 to do deice.

6 Q. Okay.

7 A. Yeah.

8 Q. Does Southern have any guidance for you for if it's snowing?
9 You know, if there's nothing on the wings, obviously you don't
10 have to deice, but --

11 A. Yeah.

12 Q. -- what kind of guidance do they provide for when you
13 should --

14 A. If like, yeah, if like this would be more snow on the
15 airplane by the time you're taking off. So it's a contamination
16 check. So I did the contamination check and there was no snow on
17 the wing or the elevator. And it's a captain decision, so yeah.

18 Q. Okay. That sounds good. So can you walk us through, you
19 know, your -- so at the gate, you're just taxiing out, there's no
20 pushback or anything? It's you're just taxiing out --

21 A. No.

22 Q. -- from the gate area?

23 A. Yeah.

24 Q. And any issues with clutter or anything on the taxiways? Was
25 there anything sticking on the ground or anything like that that

1 you saw?

2 A. No. No, it was fine. Yeah.

3 Q. Okay. How long of a wait, or how long was it do you think
4 between when it started snowing and when you actually got to the
5 departure end -- or the approach end of 3-0 for your takeoff? Was
6 that -- can you give --

7 A. Oh, probably 8 to 10 minutes.

8 Q. Okay.

9 A. Yeah.

10 Q. So not a lot of time. And then what do you do -- when you're
11 at the end of the runway, do you do any checks of, you know, is
12 there --

13 A. Yeah.

14 Q. -- snow accumulation on the cowl or --

15 A. Yeah, we do all the checklist. So we done all the checklist,
16 after start checklist, then we did the taxi checklist, we did the
17 before takeoff checklist, and -- yeah, we did all the checklist
18 before the takeoff.

19 Q. So I guess my question is, is there any point where you, you
20 know, rechecked to see if there's any precipitation adhering to
21 the airplane? I mean, how do you do that in a Caravan? I haven't
22 flown a Caravan, so I don't know.

23 A. So, yeah, it's a contamination check in the -- I think it's
24 in the checklist. So she called contamination check. We left, we
25 check the left side, we check the right side, and there was no ice

1 on that, no ice at all on the wing, and so --

2 Q. Okay. And you do that at the end of the runway?

3 A. Yeah. I check, I checked it before starting my taxi and I
4 check it by the time I was taking off.

5 Q. Okay.

6 A. Holding short, yeah.

7 Q. Okay. That's very reasonable. Okay. Can you walk us
8 through the takeoff itself after you -- you know, do you do any
9 elements of the takeoff checklist on the runway or how does that
10 work? Can you just kind of walk us through what you did?

11 A. So the checklist is basically correct on there. So she said
12 correct on me; I said correct on what she do. She said
13 contamination check. I checked my side; she checked her side.
14 She said clean; I said clean. For flight controls, I check the
15 flight controls for on free movement, standby power on, ignition
16 on (indiscernible) and annunciator panel is clear. Then it was to
17 the line checklist. And then they clear us for the takeoff. And
18 then she run the checklist fuel condition lever. I put fuel
19 condition lever on high idle. And then she said (indiscernible);
20 I said stall. She said lights, I dimmed the lights on. She said
21 gears. I said gears on for the takeoff (indiscernible). And then
22 we took off right after that.

23 Q. Okay. And so as you're advancing the throttle on takeoff,
24 was there anything unusual or was it -- I mean, can you kind of
25 walk us through what happens during normal takeoff roll?

1 A. Yeah. So normal takeoff, they clear us, they tell me
2 heading, clear for takeoff. It was Capital One departure. And I
3 had the start and it was -- I was getting power. I said setting
4 takeoff power. And I was looking at the TAWS. I said it was 1700
5 on TAWS, which is we use already always 1700 on TAWS. And she
6 said, okay, instrument -- engine instruments in green. And I was
7 rolling and she was calling the airspeed. And she said, okay, 75;
8 we rotate on 75. And I said, okay, positive rate, and she said --
9 gave that in green.

10 Q. Okay.

11 A. Yeah.

12 Q. So you rotated 75 and then what is -- is it just -- did you
13 have good horizon at that point?

14 A. Yeah. I had like good rate of climb, like 500 to 600 feet
15 rate of climb. I was climbing. We did like takeoff -- climb
16 checklist at 400 feet AGL. And then approximately 700 feet it all
17 started.

18 Q. Okay. That's where the vibration started?

19 A. Yes.

20 Q. Or what was the, what was the first thing that you noticed?

21 A. It was -- the first thing was the standby power on, which was
22 not a problem. I was trying to figure out what happened. And
23 then right after that, it was too bad vibration in the airplane.
24 It was too bad engine vibration and then it -- following that, I
25 was started losing power. I was adding power; it was not that

1 much working. I was like, I don't -- I didn't have enough time.
2 She called Mayday and I started turning. I said we're going back.
3 She called Mayday and I started my turn, and I said going back and
4 I did my basic checklist.

5 So like basic checklist is basically I (indiscernible)
6 airspeed, basically like pitch already 5 knots. But in my mind I
7 have to land somewhere safely. So pitch was -- like I was
8 turning, I did my ignition on, like the PIP, power ignition power,
9 and the second thing was SBI, fuel selector boost pump and
10 ignition. So I just did ignition on and boost pump on. By the
11 time I did boost pump on, the engine change the sound a little
12 bit, but then right after that, it sounds bad. By the time I did
13 boost pump on, I still realize -- I still remember that thing. I
14 was turning, I did the boost pump on, it change the sound a little
15 bit and then it was running bad.

16 And I was in turn, and in my mind I have to land somewhere
17 safely to save my passengers, to save my life, to save my FO, and
18 to find a place to land safely. And I found the highway and I was
19 like, go for highway, not the (indiscernible), because I didn't
20 want to land in the trees. If I did my hard turn, I probably land
21 just right before the runway. I didn't want to do that to save my
22 passengers, so I go for highway.

23 Q. Okay. That sounds -- very good. So the items that you were
24 doing in the checklist, are those memory items for you?

25 A. Yeah. The memory item is the pitch already 5.

1 Q. Okay.

2 A. Yeah.

3 Q. And I know this is -- so could you feel -- I mean, how did
4 the -- how was the airplane flying, I mean, other than obviously
5 the engine was not producing power? But you were doing a lefthand
6 turn.

7 A. Yes, sir.

8 Q. Did it feel like it was flying normally or did you notice
9 anything with the aerodynamics of the airplane or --

10 A. It was -- when I was doing my turn, I was -- like I had
11 like -- by the time I was turning, I had I think probably 550 on a
12 height, somewhere around -- I'm not sure the exact altitude by the
13 time I was turning because I already lose some altitude. So I was
14 turning and it felt like I was sinking a little bit and losing
15 airspeed. Sinking a little bit and losing airspeed, so I stopped
16 my turn immediately. Because I was like this, so I was turning, I
17 was losing airspeed and I was sinking a little bit, and then I
18 realize I am not going to make it to the runway, it's impossible.
19 And right after that, I just came out from the bank and I went for
20 the highway.

21 Q. Okay.

22 A. Yeah, because if I did my whole turn, I probably going to be
23 going down after my turn, because I was losing airspeed.

24 Q. Right.

25 A. I didn't have enough power to produce that and I didn't have

1 enough time to figure out everything.

2 Q. Right. So basically once the vibration started and the power
3 loss began, you basically didn't have any power or very little; is
4 that kind of --

5 A. Yeah, it was -- yeah.

6 Q. Okay. But as far as the aerodynamics, you -- the airplane
7 felt as though it was flying okay and you picked out the highway.
8 And you mentioned that there were power lines and --

9 A. There are trees.

10 Q. Trees. Yeah, lots of things to think about.

11 A. I also did my heats on. Yeah, by that time I was landing, I
12 did my inertial separator out. Like whatever was coming in my
13 mind, I was doing that. So --

14 Q. Okay.

15 A. Because I wanted to do a safe landing.

16 Q. Yeah. And this is -- the 208, it is a fixed gear airplane,
17 correct?

18 A. Yeah, it is.

19 Q. Yeah. So you didn't have to worry about that. Were you just
20 doing A point airspeed on the highway once you started down or
21 were you looking at other obstacles or --

22 A. No. I was looking for the open spot to land.

23 Q. Okay. You probably weren't really --

24 A. I was -- yeah, I was looking for the open spot to land. So I
25 found a little spot with less cars. So I just put my plane like

1 this and I just put my airplane over there. I was going pointed
2 like straight. I was -- I just found a space, spot and I just
3 went down in the spot.

4 Q. Right. So there --

5 A. I put down the airplane.

6 Q. So there were cars around that you were trying to avoid?

7 A. It was not too much cars, not too much cars, yeah. There was
8 some, but not a lot. It was a open spot. I don't know, it was
9 like fewer ones, but it was a little open spot where I landed,
10 when I landed.

11 Q. Okay.

12 A. Yeah. When -- after I landed, the road was curved, but I saw
13 cars after the curve. I was putting my left rudder trying to
14 avoid the right rail, but unfortunately --

15 Q. Right. Wow. It is an amazing -- you're going to have an
16 amazing story, Awais. Well, you have an amazing story.

17 So you're putting -- you put in rudder to try and steer down
18 the highway once -- I mean, was it a normal touchdown or a firm
19 touchdown? I mean, how would you characterize that part of the --

20 A. I think it was a medium touchdown because I saw open spot, so
21 I got down to the spot immediately. And then after that, when I
22 was landing, I saw a light, signal light and a billboard, so I was
23 trying to avoid that, too. So I just went down like this and
24 touched down and a little bump and then -- yeah. It was not like
25 kind of too much smooth landing but it was better.

1 Q. Okay. And then once you came to a stop -- I mean, obviously
2 you used braking. Was there any issues with braking on the
3 highway or --

4 A. No.

5 Q. It's a --

6 A. No, I was just trying to put left rudder and trying to stop
7 the airplane, but --

8 Q. Yeah. But you ran -- but it ended up you did run into a
9 guardrail, but that was probably -- that was because of the curve
10 of the road?

11 A. Yeah.

12 Q. Okay. Yeah, and at some point I imagine there's probably not
13 enough aerodynamic power to keep you steering down the road at
14 some point. But, okay, once you came to a stop, what happened
15 then?

16 A. I talked to -- my FO was talking to the ATC, and right
17 when -- right after she finished, I said get out all the
18 passengers, evacuate the airplane. I was securing the airplane.
19 And I came out of the airplane, I called GSC and my company, and I
20 informed them this happened with me. And then after that, it was
21 enforcement officers, ambulance, firefighter. They put us in the
22 ambulance and they were trying to keep us calm. We were so
23 nervous at that time because -- yeah.

24 Q. Okay.

25 A. Put us in the ambulance and -- yeah. I was so nervous,

1 shaking and stuff.

2 Q. Yeah, I can imagine. So what happened to the passengers?

3 Did they get rides back to the airport or did you --

4 A. Yeah, they got -- I think they got a shuttle to the airport.
5 Like I was -- we was there for almost probably 2 hours with the
6 passengers too, was more than 2 hours, because they were taking a
7 statement. The enforcement officers, they were taking the
8 statements from us. And then after that, they went to the -- they
9 got a ride to the airport, I think.

10 Q. Okay. Well, as I said, Awais, what an amazing story. I want
11 to step back from the actual event itself and talk a little bit
12 about Southern and, you know, the structure of -- so do you do
13 your own flight planning or do you have a dispatch that does your
14 flight planning, I assume?

15 A. I do -- no, I do my own flight planning.

16 Q. Okay. So you do -- do you have a -- is there any central
17 control other than -- so there's not a dispatch function itself?

18 A. We have a dispatch, too, but we file our own flight plan and,
19 if we see something, we call them, and we want to delay the flight
20 and stuff and they approve it. Yeah.

21 Q. Okay. Is there -- I mean, do you feel as though Southern has
22 any pressure on you to try and complete a flight or if, you
23 know --

24 A. No, there's no -- no, there's no pressure from Southern.

25 Q. Okay. So it's just -- so you really --

1 A. We have just a schedule and we have to follow the schedule.
2 If we delay, we have to inform that we are taking delay. And they
3 ask us sometime how much time you going to get delay, that's it.

4 Q. Okay. But you don't think that they're pushing you to go
5 if -- I mean, if you made the decision that you don't think it's
6 okay to go --

7 A. Yeah.

8 Q. -- you don't think you would get -- you wouldn't get any
9 pushback from them, you don't think, or --

10 A. No, they don't push us like that.

11 Q. Okay. Let's see. I'm trying to think. That's -- so do you
12 think that the training that you had at Southern, was it adequate
13 for what you went through in this instance?

14 A. Yeah. Yeah. It was a good training at Southern. And I also
15 did my training with FlightSafety while I was doing a Type 2
16 training, and it was also good.

17 Q. Okay. I'm just looking at my notes. Can you -- so you said
18 you started the day, I think, at 5 a.m. in DuBois.

19 A. Yeah.

20 Q. This was your first day then on?

21 A. Yes.

22 Q. And when was the previous time that you had worked?

23 A. I worked before that day. I flew one roundtrip from
24 Morgantown to Washington Dulles, same airport, and then Washington
25 Dulles to Morgantown.

1 Q. Okay. Let's see. Oh, I know -- so is there any deicing
2 equipment on the Caravan or are you approved for flight in icing
3 conditions?

4 A. Yeah, we are approved for flight in icing condition. We have
5 the boots in the Caravan.

6 Q. Okay. How about for the engine? Is there any anti-icing on
7 the engine or the propeller?

8 A. We have the prop ice -- prop deicing, Prop Heat.

9 Q. Prop Heat? Okay.

10 A. Yeah.

11 Q. Okay. How did you feel on the day of the incident? Did
12 you -- were you in good health, do you think, or --

13 A. Yeah. I was in good health.

14 Q. Was it good rest?

15 A. Yeah.

16 Q. Okay. Good.

17 MR. STONE: I think that's basically all that I have on my
18 notes. Is there anything else -- well, we're going to have Shawn
19 take a turn next, but I think that's it for me for now.

20 And, Shawn, I'm going to turn it over to you.

21 MR. ETCHER: Okay. Thanks, Rocky.

22 Captain, you doing okay? Do you need a break, need a
23 restroom or anything?

24 MR. AHMED: No. I'm okay.

25 MR. ETCHER: If you do, just say so. I get long-winded and I

1 totally forget. So don't hesitate, you know, just ask. It's all
2 good.

3 BY MR. ETCHER:

4 Q. I appreciate the detail you gave us so far. You know, I felt
5 like I was kind of sitting on your shoulder as we were walking --
6 you know, as you were taxiing out and the flight and everything,
7 so -- I had little chills running up my spine. So I appreciate
8 the detail you gave. I have some blank spots I'd like to fill in
9 if we could. If you don't know, "I don't know" works just fine;
10 that's fine.

11 So if you could, let's go back to you flew into Dulles. And
12 how long of a break did you have there again?

13 A. I think it was 45 to 50 minutes.

14 Q. Okay. Did your flight leave on time? Was this -- the event
15 flight. I'm sorry. That was a horribly worded question. The
16 event flight, was it -- did you guys leave on your scheduled time?
17 Were you delayed? Did you leave early?

18 A. No, I was taxiing out on the scheduled time.

19 Q. Okay. Perfect. For a moment let's talk about on-times,
20 delays and stuff. Do you guys have to -- you know, does the
21 company require so much on-time performance for you guys as
22 captains? You know, if you have -- I'm going to make up a number,
23 let's say 25 percent of your flights were delayed, would you get
24 called into the office to explain why you're delayed so much or --
25 have you ever encountered that?

1 A. Like, it's like whenever we get delayed like from scheduled
2 time to 15 minutes, so we have to inform them that why we are
3 getting delayed. And if we don't inform them, sometimes they call
4 us that is there -- everything is all right, is there an issue
5 with the airplane, is it any issue with the passengers. So we
6 just have to inform them what's going on. That's it.

7 Q. Okay. Perfect. And over a course of a month -- we all fly.
8 We know what it's like. Some months are easy flying, other months
9 are, we'll say, a bit more challenging.

10 A. Yeah.

11 Q. When you have those challenging months and you have a lot of
12 your flights maybe delayed -- maybe weather, maybe ATC, airplane,
13 who knows. But when you have a lot of your flights delayed or a
14 portion of your flights delayed, do they ever question you at the
15 end of the month, hey, why were you late so much? Do they ever do
16 anything like that, that you're aware of?

17 A. No. No, they don't ask that.

18 Q. Okay. Perfect. All right. So you guys are on your 45-
19 minute break, give or take. You go out to the airplane. When you
20 go out to the airplane, do you do the exterior preflight, does the
21 FO? How do you guys work that?

22 A. Yeah, we did a post-flight, we check the airplane. And then
23 when we came back, we did a preflight.

24 Q. Okay. So let's talk about that post-flight for just a
25 moment. When you did it, did you look at the wings and the tail

1 and stuff or you just kind of looked to make sure -- this sounds
2 really bad to say, but the big pieces are there?

3 A. No, we did a -- like we did 360 total. We check the
4 airplane, especially tires, wings, flaps, tail, and prop,
5 everything.

6 Q. Okay. On that post-flight, did you guys notice any icing
7 build-up from your inbound flight or anything along that lines?

8 A. No. It was no icing. Like I checked the weather. It was
9 some light icing like on 8,000 feet. But I flew that route.
10 There was no icing on that route.

11 Q. Okay.

12 A. Yeah. Yeah.

13 Q. And so when you went to out to do your preflight now, was it
14 snowing or was it not snowing yet?

15 A. What?

16 Q. I'm just trying to get a -- sorry. I'm trying to get a
17 visibility -- you know, a visual in my brain. When you guys,
18 after your break and you both went out and did a preflight --

19 A. Yeah.

20 Q. -- was it snowing? Was there no snow? Just kind of tell me,
21 kind of help me understand how it felt.

22 A. Yeah. It just started with a light snow.

23 Q. Okay.

24 A. Yeah. Yeah.

25 Q. Okay. And as you were doing that preflight, was there any

1 snow, icing building up anywhere on the airplane?

2 A. No. There was no icing on the airplane. I checked it and my
3 FO checked it. No.

4 Q. Okay. So -- and please forgive me. I know -- I've not flown
5 a Caravan, so forgive me for probably what's very elementary
6 questions for you, but help me understand.

7 A. Yes, sir. I'll try my best.

8 Q. I'm sure you'll do perfect. You've done great so far. How
9 do you look at the top of the wings to make sure there's no icing
10 built up?

11 A. With the seats. Like we climb to the seats and we check all
12 the wing.

13 Q. So you can see the -- can you see the whole top of the wing
14 or can you just see the front top, front part?

15 A. We can see like -- or when we climb to the chair, we put a
16 light on that and we can see the top, yeah. As far as I can see,
17 but there was no icing was there.

18 Q. Okay. Perfect. No, I just -- I'm trying to get a visual of
19 how you do a preflight. So I appreciate that.

20 A. Okay.

21 Q. All right. So you did your preflight. Do you guys have to
22 go get your passengers and board? Do they -- does the gate agent
23 bring them out?

24 A. The gate agent bring them out and then the FO, with the
25 passenger manifest, verify the passengers and board them.

- 1 Q. Okay. All right. Perfect.
- 2 A. So we basically came out with the passengers.
- 3 Q. Okay.
- 4 A. Yeah.
- 5 Q. All righty. So you had the manifest, you saw you had --
- 6 forgive me, was it five passengers?
- 7 A. Five passengers.
- 8 Q. And I know you said the airplane has a total of 11 seats, the
- 9 2 flight deck seats and then the 9 passenger seats, correct?
- 10 A. Yeah.
- 11 Q. All right. Perfect. And I know that makes it about half
- 12 full. How was your weight and balance on that airplane? Was it
- 13 in the middle, was it to the front, to the end?
- 14 A. Weight and balance was fine. It was fine, just fine. Yeah.
- 15 I check the manifest because we are -- we were under the range.
- 16 We had the less fuel. I mean, we took off from DuBois with 1600,
- 17 and by the time I was there, I had like 1200, and weight and
- 18 balance was also fine for this flight. Yeah.
- 19 Q. And when you do weight and balance, I'm sure you add up the
- 20 numbers for the passenger weights. Are they actual weights or is
- 21 it assumed weights?
- 22 A. So actual weights plus, I think, 10 percent or 10 pounds or
- 23 something like that.
- 24 Q. Okay. So this is kind of an odd question, so forgive me.
- 25 But do you have to ask the passengers for their weights?

1 A. No. We don't have to. The ramp agents do the -- ask the
2 weight, the actual weight, and add the 10 percent or 10 pounds.
3 And same with the baggage, they check weight of the baggage and
4 they put in the manifest with, I think, 10 percent or 10 pounds.
5 Yeah.

6 Q. All right. Perfect. And when you take that weight and you
7 do your weight and balance, do you guys calculate a center of
8 gravity as well or is it just a weight?

9 A. Yeah, we check -- it's just a weight and center of gravity.
10 So we always check the manifest. So if it's not good, it -- so
11 basically there are okay sign, okay and green. If it's okay,
12 okay, okay, and then green, then it's fine, because the weight and
13 balances. If it's yellow or like takeoff be like heavy weight, if
14 it's not okay, it shows heavy takeoff weight or heavy landing --
15 landing heavily, show up like this. But everything was in green
16 and weight and balance was fine. Like we had a less weight than
17 we carry all the time.

18 Q. Okay.

19 A. Yeah.

20 Q. All right. And so it gave you all green then? Is that what
21 it gave you, was green, green --

22 A. Yeah.

23 Q. -- green or --

24 A. Yeah, green, okay. Bags on was green and okay, okay, okay.
25 If it showed heavy, like takeoff is heavy, a heavy takeoff weight

1 or landing heavy, it shows like that if it's not in balance.

2 Q. Okay. All right. Okay. So you get on board. Do you
3 guys -- do you brief the passengers or does your FO brief?

4 A. FO brief the passengers.

5 Q. Okay. So you get on board, you guys shut the doors,
6 everybody's briefed, you're getting ready -- do you taxi out or do
7 you push back?

8 A. Taxi out.

9 Q. All right. So you're getting ready to taxi out, you start
10 the engines. And just so I understand, is it still -- is the snow
11 still coming down lightly, heavily, not at all?

12 A. No, it was light snow. It was not that bad.

13 Q. Okay.

14 A. Yeah.

15 Q. All right. Did your company give you guys any kind of
16 training on winter operation, such as when to deice, when not,
17 what types to use, things like that?

18 A. Yeah. They give us stuff in (indiscernible) training, type
19 on deice and contamination check like 5 minutes before takeoff.
20 And we did a contamination check while I was on the ramp, Zulu 12,
21 while I was holding short to the runway Zulu.

22 Q. Okay. And for contaminations check, I know you said you did
23 it holding short there. What is that? Just look out your window
24 at the wings and everything?

25 A. Look out the wings, to the stern, as far as we can see back.

1 Yeah.

2 Q. Okay. And again, you're educating me here, so I appreciate
3 it. But what are you looking for when you do a contamination
4 check?

5 A. Like any ice on the runway -- or any ice on the wings, any
6 ice on the stern, on the cowlings, wing.

7 Q. Okay. Have you ever encountered that yet? I know it's been
8 a nice winter so far, but I was wondering have you ever
9 encountered that?

10 A. While flying?

11 Q. Yeah.

12 A. Yeah, I encountered icing in the air.

13 Q. Okay. How about on the ground?

14 A. Yeah. On the ground I encountered ice and snow. And
15 whenever it start snowing down, you do like deice and stuff. If
16 it's heavily, it fall for a long time, and if we landed with snow
17 on the airplane and we stay there and then we are taking off
18 again, and then we do the contamination check, we see ice, then we
19 go for the deice.

20 Q. Okay. Okay. Perfect. That -- I just needed that visual
21 because I had a few little blank spots in my brain. So I
22 appreciate that detail. Thank you.

23 So you guys are taxiing out. Any delays taxiing out or was
24 it a fairly quick taxi? I know --

25 A. Quick taxi.

1 Q. Okay.

2 A. Yeah. I still remember we went out on Alpha and Zulu to Zulu
3 12 -- no Alpha, Zulu -- yeah, Alpha, Zulu, Yankee 11, and took
4 off. It took probably, taxi time probably 3 minutes, 3 to 4 or 5
5 max.

6 Q. Okay. Perfect.

7 A. Not long. Yeah, it was quick. Usually Dulles is busy, but,
8 yeah, it was quick.

9 Q. Exactly. That's why I was kind of curious how long it took
10 you. So I'm glad it wasn't a long taxi. As you were taxiing out
11 on Alpha and Zulu and Yankee 10, 12, whichever one it was --
12 Yankee 11, I believe you said, does your airplane, does it have a
13 tiller to steer or is all rudder pedal linked steering?

14 A. It's a rudder pedal.

15 Q. Okay. So as you were taxiing out and you are using the
16 rudder pedals, did they feel -- I'm going to use the term normal,
17 but I don't -- I know everybody defines normal differently. But
18 did you notice any differences when you were applying rudder left,
19 right, to turn? Did it feel normal to you? Any binding?

20 A. It felt normal. No, it was normal.

21 Q. Okay. Perfect. All righty. So you're out at the runway,
22 you're holding short, they give you clearance to take off, and so
23 walk me through the -- what your takeoff procedures are when it's
24 snowing out, when there's contamination, if they're different.
25 You know, just kind of walk me through what your procedures would

1 be in winter ops.

2 A. So winter ops, like contamination check and before takeoff
3 checklist, and follow all the pre-takeoff checklist. And then I
4 went to the runway. I add my power for rudder speed. I took off
5 after 400. We did all the checklist. And 6-, 700 feet it all
6 started.

7 Q. Okay. And forgive me, I think my internet just had a little
8 hiccup here for a moment so I might have missed a little bit. But
9 when you taxi on the runway and you did your pre-takeoff check and
10 takeoff check, do you guys turn on the propeller heat and the wing
11 boots or do you leave those off for takeoff?

12 A. Was it on? Were we -- for the takeoff, we do it off. We do
13 it off, and after takeoff, by the time we get like 110, then we do
14 it on. And when I encountered that vibration, my first action was
15 do ignition, boost pump and heats on. I didn't -- it was not
16 power, then I did the inertial separator back on.

17 Q. Okay. So -- and again, it's just me trying to make it simple
18 in my brain, so forgive me. So you guys departed without Prop
19 Heat and wing anti-ice on. You didn't -- you had those off. But
20 when you got airborne, then you turn them on at --

21 A. Yeah. It was basically there after takeoff -- in the takeoff
22 sequence after airborne. When I did the checklist, then I did the
23 heats on.

24 Q. Okay.

25 A. Yeah.

1 Q. Okay. All righty. Okay. So you're going down the runway,
2 you've taken off, you kick on your heat, and I believe you told
3 Rocky then you started feeling -- I can't remember the word you
4 used, was it backup power -- standby power, you got a standby
5 power message?

6 A. Yeah, standby on, yeah, annunciator gave message.

7 Q. Help me understand what that means. I don't know what that
8 means.

9 A. It's like -- it was like generator off. Whenever the standby
10 on, it means the generator off. But there was no generator on --
11 generator off (indiscernible) message or generator tripped
12 (indiscernible). But it was not a big deal. But I was trying to
13 realize what happened, and then following, these things started.

14 Q. Okay. So did you -- and I know it all happened really,
15 really quick and your focus is what's ahead of you. I understand.
16 Did you happen to look in and see what your engine gauges were
17 showing or airspeed, anything like that?

18 A. No, I didn't have enough time to figure out everything. I
19 check on the gauges, like it was fluctuating because it was too
20 much vibration. It was so bad at that time. We were descending,
21 the gauges was fluctuating, and I check the -- I saw the Ng was
22 above 50 and I followed the procedure and I made a decision.

23 Q. Okay.

24 A. I mean, it felt so bad vibration, so fluctuating situation.
25 I was adding power. I was trying to get something, but nothing

1 was happening. Nothing was (indiscernible) except a safe landing.

2 Q. So in your training, did they ever give you a training
3 scenario where you lost power after takeoff, lost -- you know,
4 lost some power after takeoff? Did they ever give you any
5 training like that?

6 A. Yeah, FlightSafety gave me this training, lost power after
7 takeoff. And like I was there, I was doing my training and they
8 always said whenever you are below 1,000 feet, don't even try to
9 come back on the runway. Find something ahead that you already
10 find and land, land safely.

11 Q. Okay. All righty. Does your company have that same guidance
12 to you as well?

13 A. Yeah. They have the same guidance. When I was in indoc
14 class, so -- but my instructor, he said 1,000, don't try -- don't
15 even try to come back 1,000 to 1500. It was Steve, my -- I don't
16 know what was the name of the guy. I don't remember now. He was
17 my indoc instructor and he said, no, if you are below 1,000 don't
18 even try to come back.

19 Q. Okay.

20 A. If you have runway not available, if you're past the runway
21 and you are below 1,000.

22 Q. Okay. So we don't always get to talk to people that went
23 through training recently and then had a similar event. So I'm
24 grateful, you know, you're educating me here. How did that
25 training help you in this situation? Did you feel ready to handle

1 that? Did it kind of come like, oh, my goodness, what do I do,
2 and then it just kind of happened that you knew what to do?

3 A. It was so quick. I still remember it was so quick. I was --
4 my first thing was ignition on because -- so, they always say
5 whenever something happen, do your ignition on, your boost pump
6 on. I did my ignition on. I did my boost pump on. It was so
7 quick, I didn't have enough time to figure out everything. So I
8 did my boost pump -- ignition on, and I did my boost pump on.
9 When I did my boost pump on, the sound a little change. The
10 engine sound, it change a little bit, but then after that it gets
11 worse.

12 Q. I'm not going to have you try and mimic the sound change, but
13 kind of, if you could demonstrate or help me understand what
14 changed? Was it the rpms sounded like they increased, decreased?

15 A. No.

16 Q. Was it --

17 A. Yeah, so when I did my boost pump on, so I get a little power
18 and then suddenly goes back, when I did my boost -- fuel boost
19 pump on. So I still -- like with the sound, so basically it was
20 too much vibration and losing power, but when I did my boost pump
21 on, changes little bit and then it goes back.

22 Q. Okay. Okay. I'm going to let that tinker around in my brain
23 for a little bit. I may have a follow-on question on that --

24 A. Yeah, sure.

25 Q. -- in a little bit, so -- because I just -- yeah, I want to

1 make sure we understand what the engine was or wasn't doing for
2 you. So it kind of helps us look at everything really close.

3 So you start having the problems, you're below 1,000 feet,
4 you find the road, you're aiming for it. Am I summarizing it
5 okay? Kind of -- am I getting the gist of it? Am I missing some
6 big pieces?

7 A. No. Checking the like -- what did you say?

8 Q. When the engine started to lose power, you were below 1,000
9 feet, correct?

10 A. Yeah.

11 Q. So your training told you, oh, don't even turn back to the
12 airport. Was that even an option you were thinking of, returning
13 to the airport?

14 A. I was thinking of that. Yeah, it was -- I was thinking of
15 that, but then I realize no, it was not an option. Then I just
16 went to the road. Because I realize I was sinking, I didn't have
17 that much altitude. And I was in turn, and then I looked outside,
18 I found the other spot. Because if there is like -- like trees
19 and high tension wires, then that meant I couldn't do the whole
20 180 turn.

21 Q. Okay.

22 A. So -- yeah, but -- yeah, initially it comes in my mind to go
23 back, but when it's like sinking and vibration was getting bad,
24 and I was in turn and then I leveled off my wing and I go for, I
25 aim for the highway.

1 Q. Okay. Okay. Do you kind of remember -- I was watching your
2 hands there for a little bit and I was trying to figure out how
3 much of a bank you were doing.

4 A. I was trying to memorize, I was trying to memorize
5 everything. So I am --

6 Q. No, no, you did great.

7 A. -- trying to give you all the information I can.

8 Q. And you've given me a ton so far. But as I was watching your
9 hands, I noticed you were really banking with your hands. Do you
10 kind of remember about what bank angle you were turning at when
11 you realized, oh, no, we're not going to do this?

12 A. It was not bad. It was not bad. It was probably, if I can
13 say, probably 15 degrees, not more than that. Yeah.

14 Q. Okay.

15 A. I can say, yeah, it was -- could be 15 degrees.

16 Q. Okay. Perfect. No, I just -- I wanted to make sure in my
17 brain I knew were you trying to do a 90-degree bank turn or
18 something, and I just wanted to make sure I knew what kind of a
19 turn you were doing. So 15 degrees, that helps. I appreciate
20 that. So you found the road --

21 A. I don't remember the exact number, but I can summarize it's
22 15 degrees.

23 Q. Oh, yeah. No, I don't expect exact numbers because it all
24 happened quickly. I'm just trying to --

25 A. Yeah.

1 Q. -- as Rocky said, I want to be that fly on your shoulder,
2 too. So, you know, that -- and I'm just trying to visualize
3 everything and I don't want to miss -- visualize something in my
4 brain incorrectly. So I appreciate that.

5 So as you're turning and then you realize, nope, not
6 happening, so you're going for the road, and you see the
7 powerline, the trees, cars, all that kind of fun. Did you still
8 have power on the engine or were -- was your engine not operating
9 at all? Just kind of help me understand when you touched down if
10 you still had --

11 A. I had a little power, yeah. Yeah, but when I was, when I was
12 aiming for that, I had a little power. It was not too much. It
13 was just a little power.

14 Q. Okay.

15 A. Yeah.

16 Q. Okay. And have you ever experienced a power loss like that
17 before in this type of airplane?

18 A. No. No.

19 Q. Okay. Well, that's good. Sorry you had to experience this
20 one, but -- it's just I'd like to understand, you know, kind of
21 what your experience has been.

22 A. Yeah. In the simulator, flight simulator, yeah, I seen that
23 when I was in the FlightSafety. They give us -- they gave me some
24 power failure and stuff.

25 Q. Okay. I'm going to ask for your opinion here since you just

1 went through training and you just mentioned it. Did the training
2 they gave you in FlightSafety, did it mimic what you now know with
3 a power failure in the airplane? Was it very similar in the
4 simulator as it was in the real life airplane or was there
5 differences?

6 A. Kind of similar, I think. They trained us really well. Like
7 FlightSafety, they are really good people and --

8 Q. Okay. Great. And do you remember where you went and did
9 your training at FlightSafety? Was it out in Wichita?

10 A. Wichita, yeah. Yeah.

11 Q. Okay. Perfect. So you land, you get the airplane stopped,
12 and everybody's okay. Do you evacuate the airplane? Do you just
13 tell everybody just stay seated? Kind of help me walk through
14 after the event what happened.

15 A. So after the event, she was doing the radio, I was securing.
16 And after radio, I told her go and evacuate the passengers, take
17 the passengers out of the plane. So they evacuate the passengers
18 and we stay away from the airplane. And I went out. I tried to
19 secure whatever I could do. At that time I was so nervous, of
20 course, so nervous, but I did what I could do at that time. And
21 then the law enforcements came there and they took care of
22 everything.

23 Q. That's good to hear. So you secured the airplane, passengers
24 off, FO's off, you come off. Did you -- kind of think back. It's
25 probably nothing you really thought about, but did you look back

1 at the airplane when you left and did you notice anything?

2 A. At the airplane?

3 Q. Yeah. When you got out of the airplane and you were walking
4 away, did you turn around and look at it?

5 A. Yeah, I just -- yeah, I turned and I looked back, I was -- I
6 seen some propeller damage, and I was like how come I touched the
7 right side of plane. So -- yeah.

8 Q. Okay. Did you see any fluids leaking? Anything weird?

9 A. Yeah, it was fluid from the propeller, yeah.

10 Q. It was fluid from the propeller?

11 A. Yeah. In the propeller side -- so I didn't notice at that
12 time, but I was looking at that because some fluid in the
13 propeller, prop side. But I think that was oil. I don't remember
14 the color and stuff, but it was some fluid in front of the -- like
15 when the propeller -- the downside of the propeller on the street.
16 And then they put a bucket over there. Yeah.

17 Q. All right. It's just my curiosity. Do you know what kind of
18 fluid that was? Was it like oil? Was it gas? Was it water?

19 A. It was, I think, oil but I'm not certain. Yeah.

20 Q. Okay. I was just curious. It's more my curiosity. So thank
21 you for indulging me for a moment. Let's talk about deicing just
22 a little bit if we could, and then I'm probably going to be pretty
23 close to done with my questions for this round and so you're
24 almost done with me. So, phew, lucky you.

25 But deicing, did your company -- do they have a preference

1 for you to use Type I, Type II, Type IV fluids? Do they have a
2 preference?

3 A. No, they said use Type I deicing. Yeah.

4 Q. Okay. Have you ever used Type II or Type IV?

5 A. No, I never use that one.

6 Q. Okay. If -- and I know you've never used it, so I just want
7 your opinion, your feeling, whatever it is. If you decided, you
8 know what, the snow's coming down a little heavy, we got some --
9 we got a long taxi time, I need Type IV, I need that longer
10 holdover time.

11 A. Yeah.

12 Q. Can you do that? Is that your discretion or do you have to
13 call the company to get approval?

14 A. I have to call the company for the approval.

15 Q. Okay. All right. If, and I know you didn't deice on this
16 event, but I'm just -- if you deice, is there any kind of records
17 you keep as a pilot for holdover times and things like that?

18 A. We have the deice form. Yeah, they introduced a deice form.
19 So whenever we do deice, put the type of fluid and time; the
20 person who did deice, their ID number and stuff; time of start,
21 time of stop.

22 Q. All righty. And that's something you carry in the airplane
23 that they fill out or is that -- kind of help me understand. You
24 said it's a form.

25 A. It's a form whenever we fly, we carry with us, so if we do

1 need to deice, we fill out that form.

2 Q. Okay. All righty. As I said, I know this winter, at least
3 where I live, has been -- I'm going to call it relatively mild
4 until the last couple weeks. But have you had to deice very many
5 times this year since you've become a captain?

6 A. Yeah. I did a lot of deice up -- a lot of deice in
7 Pittsburgh, a lot deice in Morgantown, Lancaster. Yeah, I did a
8 lot of deicing the last couple of weeks.

9 Q. Okay. All righty. And in Dulles, when you left Washington,
10 if -- and I'm just saying if you had to deice, would you do it at
11 the gate or is there a spot that you have to go to get the deice?

12 A. There is a spot, but these, they are on that gate. So they
13 are parked on the gate behind the airplane. If we need to do
14 deice, we just inform them and it's a quick turn. They just do
15 deice and we can go, because they are -- there is a spot and they
16 are also at our gate.

17 Q. Okay.

18 A. Yeah.

19 Q. Okay. All righty. After the event -- I had one more
20 question, so I lied. I'm sorry. But after the event, did you
21 guys have to go and get a -- provide a urine sample for drug and
22 alcohol testing or anything?

23 A. Yes, sir. We did a blood test and urine test, yes.

24 Q. Okay. Do you know what the results were?

25 A. I don't know.

1 Q. Okay. And that's okay. I just figured I'd ask just --

2 A. Yeah.

3 Q. -- again, I'm curious by nature. So I appreciate that.

4 MR. ETCHER: I'll hold to this round, and I'll say I've --
5 you've answered a lot of my questions, so I appreciate it. Let my
6 brain mull around a little bit. I might have some more when
7 you're done with -- on the second round, so -- but I appreciate
8 the time, and I will turn it back to Rocky.

9 Rocky?

10 MR. STONE: Thank you, Shawn.

11 And next I'm going to turn it over to Paul, our
12 meteorologist. Paul?

13 MR. SUFFERN: Yeah. Thanks, Rocky.

14 And thank you, Captain, for your time, and your questions
15 have filled in a lot of the gaps that I've had and so I'm probably
16 just going to pick and choose little spots there. But your
17 description of the event to both Shawn and Rocky has been great,
18 very helpful for me.

19 BY MR. SUFFERN:

20 Q. You mentioned on your flight into Dulles that there was no
21 icing on the airplane going in. Did you have the deicing boots on
22 during your flight down into Dulles or do you wait to see you're
23 picking up ice and then you turn those on? I'm not a pilot, so
24 I'm trying to --

25 A. No, the heat was on. All the heat was on, but I didn't use

1 the boots. I just took off, I check one set, if it's working or
2 not. It was working, then I didn't need to use my boots in flight
3 because it was no icing.

4 Q. Okay.

5 A. I mean, it was expected. I checked the weather app. I was
6 expecting some ice, some light (indiscernible), but it was no ice.

7 Q. Okay. Do you recall any air traffic pilot reports of the
8 weather on your flight into Dulles there coming in from in DuBois?

9 A. No.

10 Q. Okay. And then tagging along with that, do you recall what
11 weather information was provided to you by air traffic control
12 before departure? Like did they give you like a wind check or
13 runway visual range numbers or anything like that as you're
14 taxiing out?

15 A. Yeah. Yeah, I think, yeah, they give us RVR and -- yeah.
16 Yeah. They give the range numbers.

17 Q. So just the RVR numbers?

18 A. Yeah. I think it was -- I don't remember the exact numbers,
19 but I think he said 6,000 something. I'm not -- I don't remember
20 the exact number, but, yeah, he said RVR.

21 Q. Okay. And then when you were flying -- and, sorry, I -- one
22 more question there that I skipped there. Do you recall -- I know
23 air traffic didn't provide any pilot reports of the weather as
24 you're going into DuBois -- or going into Dulles. Do you recall
25 hearing any chatter from any of the other planes on the frequency

1 come in?

2 A. I -- yeah, I check the weather on every frequency. I check
3 the Washington Dulles and DuBois, taking off from DuBois. I check
4 on the weather on Aviation Weather.

5 Q. Okay. And then for Aviation Weather do you mean
6 AviationWeather.gov, the National Weather Service site?

7 A. Yes, sir.

8 Q. Okay. And what do you check that on? Do you have a tablet?
9 Do you check on your phone?

10 A. I have the tablet and the phone. I have the tablet up. I
11 use my phone and, in DuBois, I use the computer to check the
12 weather.

13 Q. Okay. Okay. And then, so you mentioned both to Rocky and to
14 Shawn about checking the weather during the 45 minutes or so, you
15 know, while you're waiting for the flight to get up for your
16 flight out there. Do you recall what you checked as far as the
17 weather during that timeframe?

18 A. Yeah. I checked the weather. It was showing light -- like
19 it was showing icing on 7,000 feet, I check it, and light
20 visibility in Lancaster and -- low visibility in Lancaster. That
21 was with my check.

22 Q. Okay. And so are you talking about the METARs specifically
23 or the TAFs or Traffics?

24 A. Yeah, METAR and TAF and, yeah, that was -- yeah, METARs and
25 TAFs. We check the TAF and I check the weather, Aviation Weather

1 Center. And on Aviation Weather Center I check the altitudes and
2 I check the winds, and I check the icing on there. Yeah.

3 Q. Okay. And then, and since you were in Dulles, that was on
4 your tablet?

5 A. In Dulles, it was on the phone when I was checking that.
6 Because I left my tablet in the airplane, so I had my phone
7 inside.

8 Q. Okay. Now, just as far as a procedure there for Southern
9 Airways as far as preflight weather, is that on you as the captain
10 to come up with kind of your standard weather things you look at
11 or do they have specific things that they say you should review
12 before every flight for weather?

13 A. Like we have to check -- they always say like check Aviation
14 Weather Center, check your route, check the different altitude,
15 check the alternate, if the weather is bad at your destination and
16 everything.

17 Q. Okay. And so that's just kind of what you learn in training?
18 There is no like checklist or anything like that?

19 A. There are. Like we have these checklists, checklists we use
20 in the airplane, and we always check the weather in Aviation
21 Weather Center. We check the METARs and TAF, any (indiscernible)
22 and any -- if they issued any air (indiscernible).

23 Q. Okay. So speaking of -- it sounds like you know
24 AviationWeather.gov quite a bit and all those graphics and stuff.
25 If there was anything that you could change about a weather

1 forecast or the information that you use, what would that be?

2 A. What's the question? I didn't get the question. Like I
3 check the icing, I check the wind. Yeah, I check my route, and I
4 check for 7,000 feet.

5 Q. Yeah. I'll rephrase the question. I'm sorry there. So as
6 far as the weather information that you do use, is there anything
7 that could be made better? Do you have suggestions about this
8 graphic could be better if use they use different colors or this
9 page would be better or anything like that?

10 A. No. I mean, Aviation Weather Center is really good and they
11 give all the information we need, the pilots need. They give
12 almost all the information with different altitudes and wind on
13 different altitude and stuff.

14 MR. SUFFERN: Okay. That is all the questions I have right
15 now, Rocky. Thank you.

16 Thank you, Captain, and I appreciate your time.

17 MR. STONE: Thank you, Paul, and thank you, Awaits.

18 Do you need a break at all? I mean, we've been going for,
19 gosh, an hour and a half now. Typically round two is not as long,
20 but if you need a break, we're happy to give you a break now. Or
21 if you want to just to press on, we can do that, too.

22 MR. AHMED: I mean, if you want to continue, I don't mind.

23 MR. STONE: Okay. Yeah, it's -- like I said, round two
24 usually is a little bit shorter, hopefully.

25 BY MR. STONE:

1 Q. I do have a couple follow-up questions. So the contamination
2 check, you said that when you're doing it out at the ramp, you
3 actually -- I believe you stand on your seat and look up at the
4 top of the wing; is that correct?

5 A. Yeah.

6 Q. But at the end of the runway, you don't do that, do you?

7 A. No. We don't do that at the end of the runway. We just
8 (indiscernible) the necessary items we --

9 Q. Right. But so what is -- so can you describe what the
10 difference between the contamination check is during your
11 preflight and the one that you did at the end of the runway?

12 A. I mean, it was not too much -- like it was just light snow,
13 it was not that bad. And I already checked the contamination
14 check on the ramp and it was just like 5, 6 minutes, so I thought
15 not bad icing on that time when I was taking off.

16 Q. Okay. So I just -- can you -- for the contamination check at
17 the end of the runway, can you see any of the top of the wing at
18 all? Or maybe just --

19 A. No, just a, just a little bit like this and --

20 Q. Just some leading edge maybe?

21 A. Yeah, leading edge and little bit of the wing.

22 Q. But you have a good view of -- I mean, if ice was
23 accumulating on the wing -- I guess my question is, is would ice
24 accumulate on the cowl in front of you, because that would be what
25 you could see, I would think.

1 A. Yeah.

2 Q. And I'm not sure with the propeller there, I mean, would that
3 keep the ice from forming there or -- just, you know, I guess I'm
4 just -- you know, so there's really -- you can't do a complete
5 contamination check at the end of the runway like you did during
6 preflight?

7 A. Yeah, (indiscernible).

8 Q. Yeah, you're just looking at -- is there, basically, is there
9 anything else you can see other than the cowling and just the very
10 front of the leading edge of the wing?

11 A. Cowling, leading edges, a little bit on the top, try to see
12 back as much as I can, and that's it.

13 Q. Yeah. I mean, you can't see the tail at all, can you or --

14 A. A little bit.

15 Q. A little bit? Okay. But it's so far back you probably
16 couldn't see much.

17 A. Yeah, a little bit.

18 Q. Okay. So my -- I found it interesting you said that on
19 this -- in the incident when you turned the boost pump on, the
20 engine sound changed.

21 A. Yeah. A little bit the sound changed at that time, yeah.

22 Q. Have you ever turned on the boost pump during normal
23 operations and had an engine -- I mean, if you turn the boost pump
24 on during normal operations, does the engine sound change?

25 A. During start only. During start only. We use the boost pump

1 when we start the engine.

2 Q. Okay.

3 A. At the time of start, yeah. And then we put it on the norm.

4 Q. So you've really never used the boost pump on in flight
5 before then, so you don't -- so you wouldn't know whether there's
6 a change in noise if the engine is operating normally? It
7 would --

8 A. I mean, it was too much vibration, so the -- the change of
9 sound was a little hope for me. So when it changed the sound a
10 little bit, I was like, maybe. But right after that it cause
11 that. So the change of sound was a little hope for me at that
12 time.

13 Q. Okay.

14 A. I was thinking it was a hope for me. Yeah.

15 Q. But I mean, so it was basically -- beyond the standby power
16 light, that was your first indication that something wasn't going
17 right?

18 A. Yeah. I mean, change of power is totally different, but like
19 that is the electrical system and if the standby power on means
20 the generator is off or generator is tripped maybe.

21 Q. It could have tripped or I wonder if the rpms dropped back
22 enough to -- that caused it to trip or -- I mean, who knows?
23 I'm -- anyway.

24 Okay. I do have one other question dealing with the training
25 that you had for the loss of power. So was the training that you

1 did exclusively in the simulator or did you ever -- do they
2 actually take you out in a Caravan and go fly?

3 A. Oh, we did this training, the takeoff training in simulator,
4 I did. And in sim they gave me if power fail at 1500 feet and --
5 yeah.

6 Q. So the primary training for this was in the simulator. Do
7 you do any airplane training at all in the Caravan or --

8 A. Yeah. I did my -- yeah, I did my airplane training
9 (indiscernible).

10 Q. Okay. Now did the actual airplane training include any
11 engine-out maneuvering or a simulated engine failure after takeoff
12 or was that strictly simulator training?

13 A. No, it was only simulator training. In the actual airplane,
14 I think -- I don't remember -- no, I don't remember that. In the
15 actual airplane I think I didn't do that, but I still don't
16 remember.

17 Q. So you're mainly -- the actual airplane, you're probably just
18 doing the normal procedures and normal --

19 A. Normal procedures, (indiscernible) start and stalls and
20 stuff, yeah.

21 Q. Okay. Okay.

22 MR. STONE: That's all that I have on my list. So with that,
23 you know, I just -- I do want to thank you again. You're doing a
24 great job. So I'll turn you to Shawn for some follow-up.

25 MR. AHMED: Yeah. I'm trying my best to give you all the

1 information I can, but I'm still thinking, I'm recalling a lot of
2 stuff if I like see anything, any other thing. I'm still trying
3 to recall because I know these things will help you a lot to do
4 the investigation and to build a report.

5 MR. STONE: Yes, they will. Thank you.

6 So Shawn, it's over to you.

7 MR. ETCHER: All right. Well, thanks again, Captain. You've
8 been a big help. I only have like 38 pages of questions left --
9 no, I'm just kidding.

10 (Laughter)

11 No, you really have answered a ton of my questions. I have a
12 few follow-ups. So I apologize, they're going to see kind of all
13 over the place. So my apologies.

14 BY MR. ETCHER:

15 Q. I know Rocky earlier asked if you had -- you know, what your
16 certificates were and if you had a medical. Do you have any
17 limitations on your medical?

18 A. Yeah. I have glasses medical, yeah, only used to wear
19 glasses.

20 Q. Okay. So you have -- forgive me, is it like the -- you have
21 to where glasses, corrective lens?

22 A. Corrective lens.

23 Q. Okay. And is that for, like me, I have to have cheaters to
24 see up close because I'm old, or is it for up close, far away,
25 midrange? Kind of help me understand what the corrective lens --

- 1 A. It's for far away.
- 2 Q. For far away?
- 3 A. In my medical, first time they gave me glasses, and the
4 second time I went there and they said you are see perfect. So
5 they said, but since it is on your medical, so we have to put it
6 on your medical. I have that on.
- 7 Q. Okay.
- 8 A. Yeah. And I always carry two pair of glasses with me.
- 9 Q. Okay. So you don't have to wear them, but you carry them
10 with you?
- 11 A. No, I wear them when I -- whenever I fly, yeah, when I need
12 them, I wear them. But I don't -- like I can see everything, see
13 perfect. When I need that, I use that, yeah.
- 14 Q. Okay. Were you wearing those at the time of the event?
- 15 A. At the time of the event, no, I was not wearing that.
- 16 Q. Okay. No worries. Sorry, I told you these are going to be
17 all over the place, so forgive me. There's no rhyme or reason of
18 the questions.
- 19 A. Yeah.
- 20 Q. Let's go back to the takeoff for the event. I know you've
21 flown this airplane quite a bit. Did the acceleration -- and
22 again, this is your opinion. You know, I'm counting on you as a
23 captain to kind of help me educate. Did the acceleration seem
24 normal as you have to grown to expect out of it? Was it a little
25 slower? Was it fast? Just kind of help me.

1 A. It was normal. Yeah, I can say it was normal. Yeah.

2 Q. All right. Perfect.

3 A. Because I always -- we always see like positive rate of
4 climb. It was going up 500, 600 feet, something like that,
5 initially.

6 Q. Okay. And that's about a normal climb rate?

7 A. Yeah. Like initially we can see 500, 600. Then when we do
8 the climb checklist, then we can expect more. But it was positive
9 rate of climb, yeah.

10 Q. Okay. So considering the takeoff roll and climbing out and
11 all that, how was your workload prior to the start of the loss of
12 power? How was your workload?

13 A. It was fine. We were doing like CRM. I was flying; she was
14 looking for the instruments and stuff. Then she did the checklist
15 and -- we were doing team work. It was not too much. The
16 workload was fine.

17 Q. Okay. So you mentioned CRM. It's my favorite thing, so --
18 how well -- I assume the company or FlightSafety taught you CRM?

19 A. Yes, sir. Yeah. They gave us CRM.

20 Q. Which -- both of them? Who gave you the training?

21 A. I think company gave us the training for CRM. Yeah.

22 Q. Okay. Perfect. And in your -- and I'm asking for your
23 opinion here. I like people's opinions because it always tells me
24 what they think. So in your opinion, how was that training? Did
25 it help you interact with your crew members easily? Could it have

1 been improved?

2 A. Yeah, I think so. It was a good training. Yeah.

3 Q. It was good? Okay. All righty. And I know you just
4 recently upgraded, and again, congratulations on the upgrade.
5 That's always huge milestone for pilots.

6 A. Yes, sir.

7 Q. When you upgraded, did they give you any -- some airlines
8 might call it like a command leadership training to teach you as a
9 captain how to be a captain?

10 A. Yeah. They did it like when I was in Hawaii. I was doing my
11 IOE, so it was a senior captain there. They teach me like how to
12 do a command, and he said everybody's in learning stages of pilot
13 whenever we change the airplane, and when we do change, it just a
14 little bit different. But yeah.

15 Q. So you did your IOE out in Hawaii, huh? That's a nice gig.
16 How was that flying? Was it fun?

17 A. It was fun, yeah.

18 Q. It's a little different than Dulles in a snowstorm.

19 A. Sorry?

20 Q. Was it a little different than Dulles was the day of your
21 event?

22 A. A lot, a lot more different.

23 Q. All righty. I have just a few more questions and then I will
24 definitely pass you off. Do you normally do like day trip, out
25 and back, or do you have multiple day trips? Like you go

1 somewhere, you stay the night, and then fly the next day, multiple
2 days?

3 A. No, usually it's like day trips and come back to your base
4 usually. But if any maintenance issue, then we stay to the -- out
5 of the base, if we see any maintenance problem. If there is any
6 weather problem, we stay out of the base. Otherwise, it's like
7 going and back to the base.

8 Q. Okay.

9 A. Sometimes four legs, sometimes six legs, and coming back to
10 the base.

11 Q. All righty. And I think you said the day prior to the event
12 you had flew a couple of legs.

13 A. I flew one roundtrip to Washington Dulles.

14 Q. Okay. And what time did you get back from that trip?

15 A. I think I got free by 9 something. I (indiscernible) --

16 Q. Nine p.m.?

17 A. Nine a.m.

18 Q. Oh, okay. Okay. So do you feel -- and again, I'm asking for
19 your feelings, your opinion. Do you feel you get enough rest when
20 you do out and backs, you know --

21 A. Yeah. Yeah, it was --

22 Q. Do you --

23 A. We have a lot of rest. Like I got free probably 9 something,
24 9:15 or -- I still don't remember, like that time 9:15, 9:20.

25 Yeah, I got pretty much rest, yeah.

1 Q. Okay. And the day before that out-and-back you did, were you
2 off? Did you do another trip?

3 A. I did one -- same roundtrip to Washington Dulles, and day
4 before that I was off.

5 Q. Okay. Okay. Perfect. A ball park, how many hours a month
6 do you get to fly?

7 A. Approximately 115, 130. Yeah, if we ask for hours, they give
8 us 115, 120 hours, 110 hours.

9 Q. Okay. So that sounds like a lot to me, so for give me for
10 giving it a big eyes there. Do you feel like you get plenty of
11 rest flying that much or is it kind of tiring?

12 A. No, it's like we get plenty of rest. Like it's like the
13 schedule is like 5 days on, 2 off, 4 on, 2 off. And if you're
14 timed out on your 5 day or 4th day, then you're off on your fifth
15 day. If you fly like 24 hours in your 4 days or 5 days, then they
16 give you like 1 day off or 2 days off. And my schedule is always
17 like 5 on, 2 off, 4 on, 3 off, 5 on, 3 off. It's always like
18 this. Yeah, sometimes you (indiscernible)

19 Q. Okay. Perfect. All right. Well, that helps. I'm looking
20 at my list here and I have two more questions and then I'll be
21 all -- then you're all done with me, I think. When you're doing
22 your contamination check, and I know you said you hop up in the
23 seat and you can look out and see everything, do they give you
24 a -- is there a stool or a stepladder or anything like that
25 available so you don't have to hop up in your seat? I visualize

1 you hopping up in your seat with, you know, salt all over your
2 shoes and wet and everything, so I just was curious.

3 A. No. It's not on the seat. It's like more next to the seat.

4 Q. Oh, so you don't step on the seats, just --

5 A. No.

6 Q. Okay. All right. That makes sense. Because I can just see
7 you getting up with snowy shoes, so -- all righty. And my last
8 question -- I know you said when we were talking before and I just
9 totally forgot to ask, you've deiced this winter. When they deice
10 you with a Type I -- I think that's what you guys use. When they
11 deice you, do they just do wings and tail? Do they do the whole
12 airplane? Do they hit the engine?

13 A. They do the whole airplane. Yeah, they do the side, wings,
14 back side, the -- yeah, yeah, they do the -- yeah.

15 Q. How about the engine? Do they ever --

16 A. No.

17 Q. -- deice that area?

18 A. No. They don't pour things inside the engine, but the
19 cowlings, the sterns, wings, all back side, yeah.

20 Q. Okay. All right.

21 MR. ETCHER: Well, you have helped me a ton. I have a great
22 picture. I really feel like I was right there with you. So I
23 appreciate your willingness to give us all the information. It
24 really helps. And I just want to say thank you very much and I
25 will turn this back to Rocky.

1 MR. STONE: Okay. Thank you, Shawn.

2 And Paul, you have one more round.

3 MR. SUFFERN: Yeah. No, again, as Shawn said and Rocky has
4 said, it's really painted a picture and been very helpful,
5 Captain. And I only have one question just to follow up.

6 BY MR. SUFFERN:

7 Q. You mentioned that you've deiced on the ground in Pittsburgh
8 and Morgantown. Do you recall ever having to deice yet in Dulles?

9 A. Sorry?

10 Q. Have you -- so you mentioned, you know, during our discussion
11 during the questions from Shawn and from Rocky that you deiced
12 this winter on the ground in Pittsburgh and in Morgantown. Do you
13 ever recall deicing in Dulles this winter yet?

14 A. No. I never did deice in Dulles in this winter.

15 Q. This winter. Okay.

16 A. Yeah.

17 MR. SUFFERN: All right. That's the only question I had.
18 That's been very helpful and I appreciate your time today.

19 MR. AHMED: You're welcome, sir.

20 MR. STONE: Thank you, Awais. And I do have -- after saying
21 there's only two rounds, I have more question that I forgot that I
22 got to ask.

23 MR. AHMED: That's okay.

24 BY MR. STONE:

25 Q. Do you use flaps for takeoff?

1 A. Yeah, we use flaps for takeoff.
2 Q. Is it like a Flaps 10 or --
3 A. Twenty, Flaps 20.
4 Q. Twenty? Okay. And then is it 400 feet that -- were the
5 flaps up by the time the event occurred or were they still
6 (indiscernible)?
7 A. No, it was up on 400, but I decided to take flaps. I asked
8 my FO to give me flaps while I was landing on the highway.
9 Q. And how much -- so you never brought the flaps up from --
10 A. I did bring flaps up.
11 Q. Okay. But then you brought them down to --
12 A. Yeah. When I was landing on the highway, I decided do flaps
13 down. And I said give me flaps and --
14 Q. Full flaps.
15 A. Yeah, yeah. Give me -- no, it was -- I don't remember. I
16 think it was -- I asked her to give me flaps and she gave me flaps
17 she was doing already, so -- yeah. Yeah.
18 Q. Okay. Well, I appreciate that. That's really it for -- and
19 I apologize for round three. I didn't -- I wasn't supposed to do
20 that. I do want to ask you though, can you think of anything that
21 you think might be pertinent that we didn't ask you or is there
22 anything else that you think would be important to share with us?
23 A. The only important thing, so I told you like the only hope
24 was when I did the boost pump on, it changes the sound. So do the
25 inquiry, check that area of the engine and stuff, so -- because

1 when I did the boost pump, that was a hope for a second for me.
2 Q. Yeah.
3 A. It change it some and then it goes back. And --
4 Q. It makes sense --
5 A. -- and the (indiscernible), yeah. And then -- yeah.
6 Q. And then my last, very last question is, if you had the whole
7 event to do over again, and same situation, same conditions, is
8 there anything you would have done differently?
9 A. I don't -- no.
10 Q. Okay. That's a very good -- yeah, with the end result that
11 you achieved, I think that's --
12 A. That's the only choice --
13 Q. -- quick thinking.
14 A. -- at that time.
15 Q. Yeah.
16 A. Because only (indiscernible) I was -- I needed at that time
17 because I really want to save my passengers because -- my
18 passengers, myself, my FO. I did want to save everyone because
19 that was the only thing I needed in that time. That's why I chose
20 the highway because when I was turning, it was clear and stuff. I
21 didn't want to land on trees, if I cross the highway, in the
22 corner it was high tension wire. I didn't want to hit, I didn't
23 want to hit that, not one person. I was landing. It was a
24 billboard and a traffic light. So that was the only choice I was
25 expecting and --

1 Q. Yeah. Well, Awais, again, I want to thank you very much.
2 You've been very forthcoming and I've learned a lot. I've never
3 flown a Caravan. I've been a passenger in one, but I've never
4 flown one. And I think that you've walked us through and given us
5 plenty of detail. As of now, I don't think that we're going to
6 need any follow-up, but if we do, we might reach out to you again.
7 But for now, we just appreciate your time and --

8 A. Thank you, sir.

9 Q. -- actually, congratulations on the outcome. It was quite
10 good. Better than a lot of them we have to deal with, so thank
11 you.

12 A. Okay. Thank you, sir.

13 MR. STONE: Okay. Thanks, everybody, and --

14 MR. AHMED: Thank you.

15 MR. STONE: -- take care and have a great day.

16 MR. ETCHER: Thanks, Captain.

17 MR. AHMED: Thank you.

18 MR. STONE: Bye-bye.

19 (Whereupon, the interview was concluded.)
20
21
22
23
24
25

CERTIFICATE

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

IN THE MATTER OF: SOUTHERN AIRWAYS EXPRESS
 FLIGHT 246 EMERGENCY LANDING
 IN LOUDOUN COUNTY, VIRGINIA
 ON JANUARY 19, 2024
 Interview of Awais Ahmed

ACCIDENT NO.: ERA24LA094

PLACE: via Microsoft Teams

DATE: January 24, 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.



Kay Maurer
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

SOUTHERN AIRWAYS EXPRESS

FLIGHT 246 EMERGENCY LANDING

IN LOUDOUN COUNTY, VIRGINIA

ON JANUARY 19, 2024

Accident No.: ERA24LA094

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INTERVIEW OF: JODIE MARIE LYONS, FIRST OFFICER

Southern Airways Express

via videoconference

Thursday,
January 25, 2024

APPEARANCES:

ROCKY STONE, Operational Factors Investigator
National Transportation Safety Board

SHAWN ETCHER, Operational Factors Investigator
National Transportation Safety Board

PAUL SUFFERN, Meteorologist Investigator
National Transportation Safety Board

R. PATRICK PHILLIPS, ESQ., Representative
(On behalf of Jodie Marie Lyons)

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I N T E R V I E W

MR. STONE: And with that, I'm going to go ahead and start. I do -- I would like to go around the room and get introductions.

Again, I'm Rocky Stone from the National Transportation Safety Board, operational factors investigator. And let's go to Shawn next.

MR. ETCHER: Good afternoon, ma'am. Thanks for joining with us. How would you like me to call you today. Would you like, sir, ma'am? Help me. What would you like me to call you?

FO LYONS: My name is Jodie.

MR. ETCHER: Okay. Then I'll be happy to call you Jodie. I'm with the operational factors group. So I'm just here to learn from Rocky.

MR. PHILLIPS: I'm Pat Phillips.

FO LYONS: Pat's my attorney.

MR. STONE: Okay.

MR. ETCHER: Good to meet you, Mr. Phillips.

MR. PHILLIPS: Yes, sir. Good to meet you, Shawn. And your last name was?

MR. ETCHER: It's Etcher, E-t-c-h-e-r.

MR. PHILLIPS: Thank you.

MR. STONE: And, Paul, you want to introduce yourself.

MR. SUFFERN: I'd be happy to. My name is Paul Suffern. I'm a meteorologist investigator with the NTSB. My last name is spelled S-u-f-f-e-r-n. I've been with the NTSB for about 10, 15

1 years, and before that, I worked up in Alaska.

2 MR. PHILLIPS: I'm sorry. Can you spell your last name
3 again?

4 MR. SUFFERN: S-u-f-f-e-r-n, just like the city up in New
5 York, just with a N on it.

6 MR. PHILLIPS: Okay.

7 FO LYONS: I think those are all on the email that you sent
8 me as well. So we can verify those spellings.

9 MR. STONE: And, Jodie, you can introduce yourself real
10 quick, too.

11 FO LYONS: Yes. So my name is Jodie Lyons, and I was
12 unfortunately, fortunately, I guess it's depending on how you look
13 at this, the FO on Flight 246 out of Dulles on Friday.

14 MR. STONE: Okay. Great. Thank you. And, is there anybody
15 that you object to be present at the interview, Jodie?

16 FO LYONS: No.

17 MR. STONE: Okay. And you are allowed to have one
18 representative of your choice, and you've already introduced him.
19 So, that's -- we'll move on from that.

20 As part of the process of this investigation, we are going to
21 record the interview, and have a transcription made. And it will
22 eventually become part of the factual report and the public
23 docket. The audio will not -- never, you know, be a part of the
24 public docket nor the video of this conference call.

25 FO LYONS: Okay.

1 MR. STONE: So any questions about the process?

2 FO LYONS: No.

3 MR. STONE: Oh, I guess the other thing is, Jim, I think we
4 need -- can you spell your name and give us your law firm?

5 MR. PHILLIPS: I'll give you my full name. It's Robert, R-o-
6 b-e-r-t, Patrick, P-a-t-r-i-c-k, Phillips, and I'm a practicing
7 attorney in Orlando, and I'm also board certificated in aviation
8 law.

9 MR. STONE: Okay. And what's your firm?

10 MR. PHILLIPS: Okay. The firm is me, R. Patrick Phillips,
11 and my address is [REDACTED]
12 [REDACTED], and my phone number, best way to get me is my cell phone,
13 [REDACTED].

14 MR. STONE: Okay. Great. Thank you.

15 MR. PHILLIPS: Yes, sir.

16 MR. STONE: Let's see.

17 FO LYONS: For obvious reasons, we're not sitting next to
18 each other. So if he's talking, I'll turn the camera so you can
19 see him for politeness, but I don't want to get too close.

20 MR. STONE: That's fine. I appreciate it. Don't even
21 breathe in that direction.

22 Let's see. So during the interview, if, you know, we're
23 going to be asking you for a bunch of information. If you don't
24 understand a question, or you need clarification, please ask. We
25 can, you know, it's, you know, we're not always as clear as we

1 could and should be. And so -- and also sometimes we're going to
2 be asking you for an opinion as opposed to a fact, and in that
3 case, just feel free to give your opinion and it'll be noted as
4 such.

5 FO LYONS: Okay.

6 MR. STONE: Then also, if you don't know the answer to a
7 question, that's a fine answer, too. Just let us know, and we'll
8 try and clarify it or see what else we need to do to --

9 FO LYONS: Okay.

10 MR. STONE: -- get some more information. If at any time you
11 need to take a break, you know, a drink or anything like that,
12 just let us know, and we'll pause and then regroup. You know, we
13 don't -- we're trying to make this as painless as we possibly can.

14 FO LYONS: Understood.

15 INTERVIEW OF JODIE MARIE LYONS

16 BY MR. STONE:

17 Q. So, Jodie, let's go ahead and start with just you talking
18 about your job title, how long you've worked for Southern Air and
19 your role at Southern Air. Let's just go ahead and talk about
20 that for a minute.

21 A. So, my job title is that I am a first officer for Southern
22 Air. My hire date was August 7th of 2023. And, I went through
23 flight safety at the very first week of September and started on
24 the line in October, first week of October.

25 Q. Okay. So what did you do prior to Southern Air as far as

1 aviation goes?

2 A. Prior -- so I got my licenses back in '89, '90, and I flew
3 for a small company here in Florida, flying air traffic control
4 reporters around. That's the majority of my flight time, 172s
5 around the Orlando area. I did work for a fractional jet
6 ownership for a very short period and did some right seat time
7 with them but like less than 5 hours. So probably non-negotiable,
8 you know, not an issue. And then my last flight for a long time
9 was like 1996, and I took a hiatus and came back in -- I think my
10 first flight again was December of '22. So I took a long break
11 and got my instrument proficiency check through L3 Harris in
12 Sanford, and was checked off just before my getting hired in July,
13 I think it was mid July is when my interview was.

14 Q. Okay. Great. Can you tell us what kind -- what airman's
15 certificates you hold and any type ratings or --

16 A. No type ratings, but I'm a multiengine instrument
17 instructor --

18 Q. Okay.

19 A. -- current.

20 Q. Okay. Have you been -- have you ever been in a check airman
21 -- well, you say you've been an instructor. Okay.

22 A. I have, but I've only instructed 10 hours total. I never
23 wanted to go down that route.

24 Q. Okay. Can you give us an idea of your total flight time?

25 A. I can -- I don't want to speculate. Do you want me to -- I

1 turned in my sheets from my company. Did they not give that to
2 you?

3 Q. Not yet, but if you turned it in, I'm sure we're going to get
4 it. So.

5 A. I will -- I can give you that time now if you want it, if you
6 give me just a second, I have a computerized logbook. So give me
7 one second.

8 Q. Okay. And I'm really -- it doesn't have -- I'm just doing
9 this for, you know.

10 A. That's okay.

11 Q. It don't need to --

12 A. I think it's about 630 hours is about -- I'm sorry. 830
13 hours is where I'm at currently.

14 Q. Okay. And how much time do you have in the Caravan?

15 A. In the Caravan about 220 hours.

16 Q. Okay. And all that since you joined Southern Air?

17 A. Correct.

18 Q. Okay. How much, how much were you working in the week prior
19 to the incident flight? Were you --

20 A. This was the first flight that I had with them that day.

21 Q. Okay.

22 A. Yeah, the first -- the last time I flew with them before this
23 flight was January 11th, and then this was on the 19th. I flew
24 one flight in the morning to get from Dulles -- I'm sorry. From
25 Dubois, Pennsylvania to Dulles.

1 Q. Um-hum.

2 A. So I hadn't flown. That was like an hour and a half.

3 Q. Okay. And how about your duty? How many days prior was
4 that?

5 A. What? Eight days because the 11th, the 11th was -- yeah,
6 eight days.

7 Q. Okay. That's fine. I just want to get an idea. So
8 basically the day of the mishap you were -- it was your first time
9 in over a week and you flew -- you were -- you flew a first flight
10 and then the second flight is when --

11 A. Correct.

12 Q. -- the incident occurred?

13 A. Correct.

14 Q. Okay. Let's see. What kind of a medical certificate do you
15 hold and are there any limitations or waivers on it?

16 A. First class medical and no waivers and I just renewed it in
17 December.

18 Q. Okay. So do you have a limitation of having to wear glasses
19 or --

20 A. They're for distance. I can't remember if it's on there or
21 not but --

22 Q. Yeah.

23 A. -- yeah.

24 Q. Okay. Were you wearing glasses the day of the mishap?

25 A. Yeah, um-hum.

1 Q. Okay. So do you wear them all the time probably or most of
2 the time?

3 A. Pretty much.

4 Q. Yeah.

5 A. You'll either see them like this or like this.

6 Q. That's me. I'll be. These are only cheaters though.
7 They're not for distance. So.

8 A. Yeah.

9 Q. Okay. When was -- so your most recent checkride was probably
10 right after you completed training?

11 A. My 135 checkride was I want to say September 2nd or 3rd,
12 something like that.

13 Q. Okay. Yeah, precision isn't necessary. And your -- and the
14 training you had was immediately before that was through Flight
15 Safety, correct?

16 A. The training for that checkride was with Flight Safety.
17 That's correct.

18 Q. Okay. And did you get additional training from the company
19 after Flight Safety?

20 A. No.

21 Q. Okay. Okay. And on the incident flight, were you the pilot
22 flying or the pilot monitoring?

23 A. I was not the pilot flying. I was the pilot monitoring.

24 Q. Okay. Have you ever been involved in any other aircraft
25 accidents or incidents?

1 A. No.

2 Q. Okay. Let's see. Have you ever been fired, terminated or
3 asked to resign from employment?

4 A. No.

5 Q. Okay. I guess I'm going to move onto the structure at
6 Southern Air. Who do you work for at Southern Air or who's your
7 supervisor?

8 A. My direct report is Michael Harris, and he's the regional
9 chief pilot for the Atlantic division.

10 Q. Okay. And what's the chain of command like over there? Is
11 that -- it goes up from there to their headquarters or --

12 A. Well, usually there is an assistant chief pilot but there's
13 not one for the Atlantic division. So we go directly to Michael
14 which is the regional. And then from that is the chief pilot
15 which is Yepez, Alberto Yepez, Y-e-p-e-z, and then above him, I'm
16 not really sure where it goes. I think -- you'd have -- I don't
17 want to speculate. I'd have to go and look it up if I needed to
18 go higher than him.

19 Q. Okay. If you had a -- if you wanted to communicate a safety
20 concern or any concern over something at work, do you feel as
21 though you could do that?

22 A. Yes, and I've done it. If I've had any concerns about
23 anything with the aircraft or anything else, I have no problem
24 stepping in and asking or saying anything.

25 Q. Okay. So there's -- you don't feel any pressure from the

1 company to --

2 A. No.

3 Q. Okay. Have you ever refused to take an airplane or do a
4 flight?

5 A. Yes.

6 Q. Okay. And it sounds like you've been -- so you had no issues
7 communicating that or --

8 A. That's correct.

9 Q. Yeah. Okay. Well, that's helpful as far as the structure of
10 the leadership chain you work around. I'm going to move onto the
11 day of the event. So it started out I think very early in the
12 morning.

13 A. Normally that morning we would take off at -- our first
14 flight would be at 6. So -- or 6:10 and the report time would be
15 5:10, but because it was -- I don't -- I actually can't tell you.
16 They canceled the first flight of the day and --

17 Q. They did.

18 A. Yeah. So we didn't take off until I think it was 10. That
19 would be about right, 10:10, and so our report time then was moved
20 from 6:10 -- I'm sorry, from 5:10 to 9:10. We're required to
21 report 1 hour in advance.

22 Q. Okay. And then you flew from Dubois to Washington Dulles
23 then?

24 A. That's correct, yes. And the captain flew that flight.

25 Q. Okay. What I'd like to do is just maybe start that day,

1 again, wherever you're comfortable and just have you talk about,
2 you know, I kind of want to be kind of the fly on your shoulder
3 looking at what you're seeing and touching and kind of feeling as
4 far as what you're doing that day. But I'd like to just kind of
5 have you tell us -- walk us through that day as to what you
6 remember. And you can start wherever you think it's appropriate.
7 I'd like to start on the flight or even the preparation for that
8 first flight. Just, you know, you came into ops and what did you
9 -- I mean how did you even get notified? Were you notified the
10 night prior of the later departure or --

11 A. Yeah, I knew about it the night before.

12 Q. Okay.

13 A. I think it -- I could go back and look but I think it came
14 out like 9 o'clock. I double check. I always, before I go to
15 sleep, I always double check. So I went to sleep. Got up. I was
16 -- I am what's called TDY. My normal base is Bradford,
17 Pennsylvania. So I was at a hotel, got up, got breakfast. I'm
18 trying to think of everything that happened that morning. You
19 know, drove to the airport. This is the first time I've flown
20 with this captain. So got there, introduced myself to the
21 captain, and they pulled the airplane around. And we did -- he
22 actually came out -- I think it's because he's a -- he used to be
23 a FO as well. He helped to preflight the aircraft but even if a
24 captain comes out and preflights, I always preflight the aircraft
25 nose to tail myself as well even if see them doing it. I did

1 observe him actually turning the pitot stall and prop heat on and
2 testing them, getting the ladder out and testing all the stall
3 heats. And did the normal walk around, opened up both sides of
4 the cowl, checked the oil. And whenever I'm preflighting an
5 aircraft, those aircraft tend to have oil, like little oil drips
6 everywhere. So I always clean it up because then there's never a
7 question of whether or not we have any oil dripping anywhere. And
8 so I clean everything up, wipe everything down. It was perfectly
9 spotless when I finished.

10 We took on fuel, and I think we took on 1600 pounds. He
11 would have to answer to that. And after the fuelers came, I
12 sumped off the tanks. It was kind of funny because at Bradford,
13 we don't have a place to -- we have like a little tin can that we
14 dump our sump in, and on the truck in Dubois, they have a big,
15 huge tank that's attached to their truck, and I couldn't open it.
16 So I had to ask the fueler to come over and open it for me. So I
17 dumped the sump in there and checked both wings to make sure that
18 the caps were on tight. And, did my safety check on the aircraft,
19 made sure everything was there and as it should be.

20 And once that was finished, then we went in, reviewed the
21 weight and balance, signed off, and loaded the passengers and
22 departed.

23 Q. Okay.

24 A. I should say, some things, I mean we did the normal, you
25 know, as we left, engines start checkup checklist, taxi checklist,

1 first flight of the day checklist, and then we flew up and we
2 entered the clouds about 700 feet. Then we maintained in IFR
3 conditions the entire flight and actually tried to climb up
4 because you could see the sun through the layer, but it was solid.
5 And so I think we made it up to 8,000 feet, 8 or 9,000 feet and
6 never broke out.

7 And so landed in Dulles without incident, no problems, taxied
8 in, parked, went inside. I ate my peanut butter and jelly
9 sandwich, and we waited. We boarded -- or gathered the passengers
10 about 15 minutes before which is about normal, and took the bus
11 out -- back out to the aircraft. Preflighted -- oh.

12 When we landed in Dulles, the company just came out with a
13 statement saying they wanted us to do a post-flight walk around.
14 And so I did a post-flight walk around, opened both sides of the
15 -- or both sides of the engine, looked. There was no oil spray or
16 anything on the inside of the engine. Everything looked great.
17 Closed it back up.

18 Then we went inside, and like I said, ate my lunch, grabbed
19 the passengers, came back out. The captain and I both walked the
20 airplane again, loaded the passengers and went on our way. He's
21 the one that did the ATIS and got the clearance, and then I took
22 over radios for taxi. We did our normal, you know, post-start up,
23 taxi, before takeoff and we had what's called above the line and
24 below the line items. We did above and below the line items and,
25 you know, before departure.

1 And then I'm sure you've heard the recordings. You know
2 after we got clearance --

3 Q. Actually your voice was kind of calm and collected I'll have
4 to say. So that was nice. So let me walk you back just a little
5 bit. On that first flight, you basically said you never broke out
6 even though you saw the sun through the clouds.

7 A. Um-hum.

8 Q. Did you have any icing on that first flight, any icing?

9 A. No, we had no icing and we didn't -- we never deployed the
10 boots.

11 Q. Never. Okay.

12 A. Other than -- I should say -- I take that back. We did
13 deploy them once to test them --

14 Q. Okay.

15 A. -- but we didn't deploy them for icing conditions.

16 Q. Okay. How do you know that, you know, that -- how do you
17 know whether or not you're getting icing?

18 A. You can see it.

19 Q. On -- is it on the cowlings, on the windshield or can you
20 actually see the wing and the strut or --

21 A. You can see the wing and the strut when you look out. It's
22 right there. So you can see the strut. You can see the wing.
23 That's how we know if the boots are opening or closing because
24 when he pops them, you can see all the little balloons caught. If
25 the windshield is covered with ice, you can see the windshield

1 with icing on it. Yeah, we did not have any icing at all.

2 Q. Okay. So let's walk back down to -- you go in at Washington
3 Dulles and is it your captain that is rechecking the weather or
4 what are you doing, you know, in either the operations area or
5 whatever kind of workplace you have there?

6 A. We don't have an office there. So we're around the, we're
7 around the check-in desk. There's like a little area behind it
8 that we sit. He actually pulled up the weather on the weather.gov
9 and brought it over to me and, you know, showed me the weather.
10 And, you know, we talked about it. And the weather was -- there
11 was snow. There was not forecasted ice at that time, and we
12 talked about the minimums at Lancaster were close to actual
13 minimums.

14 And, we talked about -- because it should have been my leg.
15 I should have been flying. And, we talked about it, and I told
16 him in that aircraft, it's 100 percent analog. There's no digital
17 on there for the controls or anything. And in order for me to
18 see, I have to look across all of the stack over to his side of
19 the aircraft to do an ILS or VOR. And the runway at that airport
20 is quite short. And so I told him, I said would rather wait until
21 we go into Pittsburgh and do the approach there if that's okay
22 with you.

23 And so we had made the determination that he would fly that
24 leg instead of me because of that. So we knew we were going to --
25 we were flying into light snow is what they were forecasting, and

1 that the minimums are going to be low which is why he determined
2 to do the flight or why we determined together he would do the
3 flight.

4 Q. Do you have any low minimums or anything like that at
5 Southern Air?

6 A. There is. There is a -- and I'm sorry, I don't have the
7 number. You'd have to go back to the company and ask them, but
8 there is low minimums and a supplemental that allows us to do
9 certain limitations on that.

10 Q. Okay. And I guess the low minimums for you as a relatively
11 new pilot is, you know, do you have -- actually we call them high
12 minimums in my old airline.

13 A. Right, less than 100 hours, there's limitations --

14 Q. Yes.

15 A. -- but I'm over 200 hours in the aircraft. So it wouldn't
16 affect me.

17 Q. Okay. So when you went out for the second flight --

18 A. Um-hum.

19 Q. -- what kind of a preflight do you do? You know, it's not
20 the first flight of the day any more. So -- but obviously you
21 still have to do some kind of a preflight. Can you walk us
22 through that? What do you look at?

23 A. The same thing I would look at when I was doing the original
24 flight, walk around the aircraft, make sure that I don't see any
25 abnormalities. The wings were wet, but I -- no snow or ice was

1 noted. Normal, you know, I didn't seen anything abnormal. Walked
2 around the aircraft. I did not open the cowling a second time
3 because I did a good post-flight inspection. There was no oil or
4 residue or any reason to reopen the cowling.

5 Q. Okay. How about the empennage, the tail? Did you see or
6 could you see any snow or ice accumulation on that?

7 A. No, and if you stand at the back of that aircraft, you can
8 see the entire top of the main wing as well. I didn't see any
9 snow or ice.

10 Q. Okay. That's good.

11 A. It was wet.

12 Q. Wet. Okay. Interesting. So with -- when did you notice --
13 at some point it started snowing. Do you know when that happened
14 or when did you notice?

15 A. It started snowing basically right about the time that we did
16 our startup. And it may have been snowing lightly before that,
17 but I really didn't notice the snow until we were actually on
18 startup.

19 Q. Okay. And do, you know, with the active precipitation, are
20 you required to do any kind of a contamination check or anything
21 like that?

22 A. As our taxi procedure and our pre-flight, I don't remember in
23 which, before takeoff, above and below the line or if it's in the
24 taxi. We do a contamination check and that includes looking out
25 the wing, at the actual wing. And again, there was no

1 accumulation or anything. It was just wet.

2 Q. Okay. And do you do that from just sitting in the seat or --

3 A. Yes, yes. Yep.

4 Q. Okay. How far back on the wing can you see when you're doing
5 that from the seat?

6 A. I can -- on my side, I can see all the way to the radar. I
7 can't see past the radar of the outer route (ph.), one-fourth of
8 the wing.

9 Q. Okay.

10 A. On the captain's side, he can see the whole length of the
11 wing.

12 Q. Okay. How about the top of the wing? Can you see the top of
13 the wing at all?

14 A. No, just the leading edge.

15 Q. And is there any -- does the company have a requirement for
16 you to look at the top of the wing or --

17 A. That would happen in pre-flight. I mean it was -- I think it
18 was maybe a total of -- I'd have to -- I hate to speculate but it
19 was only a few minutes from the time that we taxied. We didn't
20 have anybody in front of us. We taxied direct to the departure
21 runway and were cleared immediately. We didn't ever stop.

22 Q. Okay. So it was a very quick taxi out?

23 A. Um-hum.

24 Q. Okay. Can you kind of walk us through the taxi out, you
25 know, the checklist that you have to go through and, you know, how

1 you execute them? Again, I just -- I'm trying to learn because I
2 haven't flown a Caravan.

3 A. Um-hum.

4 Q. And so I want to try and learn from you what is it that you
5 do and how do you it?

6 A. I don't have the checklist in front of me. So I can't --

7 Q. Okay.

8 A. -- tell you all the steps in it.

9 Q. That's fine.

10 A. But the taxi, it's a callout checking the instruments and
11 making sure that, you know, everything's matching, captain to
12 copilot side, that we have the right altimeter settings. We go
13 through the whole -- there's a whole list. One of the things
14 that's part of that taxi checklist is our takeoff briefing which
15 we did. We do it every single time. And that takeoff briefing
16 includes what we're going to do in case of an emergency, which is
17 what we did. And, then the above the line. Yeah, I'm
18 speculating. I would have to have the sheet in front of me to
19 tell you all the different things --

20 Q. Right.

21 A. -- but a normal pre-takeoff checklist that you would normally
22 do, what are your flaps? What is your, you know, what's our
23 heading? What's our altitude? Our instrument set, that kind of
24 thing. Do the brakes work?

25 Q. Okay. Were there any issues taxiing out as far as -- I know

1 that you weren't actually doing it, but I mean could you -- did it
2 feel slippery at all or anything like that or --

3 A. No, uh-uh.

4 Q. Okay.

5 A. No. It was wet to the point that I dropped my glove, and my
6 glove came back wet. It wasn't icy. It was wet.

7 Q. You dropped it outside.

8 A. On the tarmac outside before I got in the airplane. It was
9 wet.

10 Q. Okay. Well, that's interesting. That's good to know. So --
11 okay. Now, we're taxiing out. We're getting to the end of the
12 runway. I guess ground control probably hands you over to tower,
13 and you get a takeoff clearance.

14 A. Um-hum.

15 Q. Can you kind of walk us through what you do as a pilot
16 monitoring during a takeoff? I mean -- and anything that you saw
17 or heard or anything?

18 A. Sure. Sure. So once we do below the line which is the fuel
19 condition or level full forward, prop full forward. We taxi out
20 onto the runway, and we verify our runway, make sure that all of
21 that stuff matches up. And, once we line up on the runway, we
22 both look at each other, kind of, hey, are we good to go? Okay.
23 We're good to go. And, he -- the person flying, in this case,
24 Ahmed, will advance the power and while he's advancing the power,
25 I watch to see that the prop is -- reaches the top point.

1 Now, on this particular aircraft, if you have the prop all
2 the forward and you advance power, you will over torque it. Some
3 of the Caravans in our fleet do not do that, but this one does.
4 So you have to bump it back a tiny, tiny bit. And so I adjusted
5 the fork back a tiny, tiny bit until it was just below red line.
6 He brought in the power then to takeoff power. Our company
7 takeoff power is 1750 to 1800. I verified takeoff power. On the
8 rollout, we were fine. Then we call airspeed, 60 knots, 65, 70,
9 75 rotate. At 75 to 80 knots, we rotated. Once we get kind of up
10 into ground effect, and we start getting positive rates, the
11 callout is positive rates and engine instruments.

12 And then I actually run my fingers, and this is -- like I
13 said, it's analog. So they all run across the top. So I'll run
14 my finger literally across the top looking at everything and
15 making sure that everything is in the green and it was.
16 Everything was in the green.

17 And then the next callout for me is to call out when we hit
18 400 feet. And so at 400 feet, I called out to the captain, 400
19 feet, and then that's the time that the captain or the person
20 flying makes a determination are we putting flaps up or not, and
21 he called for flaps at 10 degrees because we take off with 20. So
22 I did flaps 20 degrees, and I always make the call. I verify
23 flaps 10, indicating 10. And then he kind of waits until the
24 initial sink, because they will sink initially, has kind of
25 settled and then he calls flaps up. So I check the airspeed. I'm

1 sorry. Before I put the first notch of flaps in, I make sure
2 we're above 85 knots. So I did that.

3 Q. Okay.

4 A. So the call is, you know, speed check, flaps 10, indicating
5 10, and then the next one, flaps 95. We're at 95. Flaps up
6 indicating up. So that was maybe between 400 and 550 feet,
7 somewhere in there. Do you want me to just keep --

8 Q. Yes.

9 A. -- citing that.

10 Q. Yeah, yeah.

11 A. So, right about 700 feet, we started to develop like a
12 vibration and I can't describe vibration other than there was a --
13 it's like a flat tire vibration. The whole engine started to
14 vibrate. And, at this point, I'm going to tell you, everything
15 happened so fast. I can tell you the things I remember.

16 Q. Okay.

17 A. I remember, you know, him kind of going through something. I
18 think he was doing the power -- ignition power which is what
19 Flight Safety teaches. I looked up to make sure our fuel
20 selectors were both on. I did not look at the engine instruments
21 again at that point. Then I looked at him, and I said, are we
22 going back? And he said, yes, and that's when I called mayday.
23 And he started a left-hand turn and established the turn and we
24 knew when we started that turn, there was -- we were not going to
25 make it back to the runway. There was -- it was not going to

1 happen. And I even said to him, I said pitch for 85, and he said
2 I can't. I don't know if that meant -- I can't speculate what he
3 meant by that, whether it was I can't hold altitude or I can't get
4 -- I don't know.

5 But we both looked ahead, and in front of us was a road and
6 there was traffic that was stopped at one signal, a big break in
7 the cars, and then cars that were further up. And we both looked
8 at each other, and we said that's where we have to go. And so we
9 immediately started descent towards that spot. I asked him if he
10 wanted flaps. He said, yes. I put in 10 degrees of flaps. He
11 had a good approach angle. So I did not put in a second degrees
12 of flaps, because that airplane will balloon big time, and I was
13 afraid if I put them in, it was going to change our trajectory,
14 and we were on a good trajectory to make the landing. And so we
15 did not put any more flaps in.

16 As far as what power control or things that he was doing on
17 his side, I can't speculate.

18 Oh, one other thing. When we first got the vibration, one of
19 the things is I know that he verified that the -- because I asked
20 him, is the prop heat on? And he said, yeah, the prop heat's on.
21 And I said, inertial separator, and he said, okay. And he opened
22 the inertial separator. It did not fix the vibration. So we did
23 not have it on takeoff, but we did open it. That was before we
24 declared an emergency and made our turn.

25 So then once he made the turn, at that point, we were not

1 doing checklists any more. At this point, we're trying to save
2 our skins and our passengers. So we were aiming for that spot,
3 and we were very fortunate no cars or anything were there, and we
4 landed. I can't -- I don't just distances well, but I'd say maybe
5 100 feet to -- 150 to 200 feet before the first signal and went
6 underneath the light. And then the road makes a turn to the left
7 and, you know, there's no stopping. It wants to go straight.
8 You're not going to turn the airplane --

9 Q. Right.

10 A. -- with the road. So that's why we -- we were almost stopped
11 when we impacted the railing.

12 Q. Wow. That's -- what a thing to ride through. Wow. You
13 actually went under the traffic light. I hope it was green.

14 A. It was green. I remember that. The weird things you
15 remember.

16 Q. Well, that's always good. Anyway, so -- and I know you were
17 not the pilot flying. So some of these questions might be, you
18 know. I mean how could you tell that the engine wasn't producing
19 power or was it just strictly the vibration or --

20 A. It was the vibration and, you know, obviously we weren't -- I
21 couldn't tell we weren't going -- we weren't getting a positive
22 rate of climb any more.

23 Q. Even --

24 A. And when he started to turn back, we could -- you could feel
25 the airplane starting to descend and that's why -- I mean we both

1 looked at each other, this is not going to work. We both knew it.
2 It wasn't a question of -- it just wasn't going to happen. If we
3 stayed in that attitude, we weren't going to be able to -- we
4 weren't going to be able to make it back to the runway.

5 Q. Okay. So it was -- so initially he kept saying pitch
6 attitude just with the power reducing and then probably the
7 airspeed was falling off and then at that point he just lowered
8 the nose and picked that up. So I know you had to do a turn to
9 line up with the road. Can you talk about that? I mean was it a
10 big turn, little turn, high bank?

11 A. So, the initial turn wasn't to line up with the runway -- or
12 excuse me, the roadway. The initial turn was to turn back to the
13 runway, the left-hand turn.

14 Q. Okay.

15 A. And we were just, by the grace of God, when we looked up,
16 when we started that turn, there was the road. As soon as we both
17 went this isn't going to work, we looked up and there was the
18 road. And we were almost 100 percent lined up for it. It was
19 just a small turn to it. So when the initial bank, it wasn't like
20 an over bank. It wasn't uncomfortable, but it was enough of bank
21 that if we had a little more altitude, we might have made it. But
22 it -- you just -- I don't know. I don't know how to tell you. We
23 just knew we weren't going to make it.

24 Q. Okay. Wow. So -- and so I know you made a mayday call which
25 by the way, I don't know if you know, but it was -- you were

1 stepped on, your initial mayday call.

2 A. Yeah, I do. Um-hum.

3 Q. And then because of that --

4 A. I listened to the recording.

5 Q. Oh, okay. Good. Well -- so I mean -- so the tower had to do
6 some back and forth with you because, you know, because of the
7 blocked transmissions.

8 A. Um-hum.

9 Q. And, I mean you can tell just from the audio only, that you
10 were quite task saturated and focused on what you were doing --

11 A. Yeah.

12 Q. -- which is really good actually. Can you walk us through
13 what happened, you know, once you were on the ground and your --
14 you ran a green light which is good. But you're coming to a stop,
15 and you almost miss the guardrail. Can you talk us through a
16 little bit about what happened then and maybe a little bit about
17 what happened at that point as far as, you know, checking the
18 passengers or whatever you did at that point.

19 A. So when we were coming down, I cannot tell you that I gave a
20 great briefing to the passengers. I think I yelled back, because
21 we don't have an overhead comm. I think I yelled back, hold on,
22 we're going down or something along those lines. And, as we
23 landed, again like I said, I was watching to see about our
24 approach course and the flaps. And then once we landed, as we
25 rolled out and we came direct against the guardrail, I was the one

1 that actually shut the engine down. I did not touch the power,
2 but I did pull the props and the fuel condition lever and shut the
3 engine down. I can't tell you what the position of the actual
4 engine power or any of that, anything.

5 While I was doing that, the captain was shutting down the
6 fuel and all of the electrical. I did tell him not to shut the
7 radios off immediately because I was communicating and I wanted to
8 let the tower know that we down safe.

9 Q. Um-hum.

10 A. And, I'm sure you heard it. So how did the -- Wendy's and
11 all these come about. I'll never live this down. The -- what I
12 heard he said, now listening back, he said we're sending emergency
13 equipment to your location. What I heard him say is what is your
14 location? And that's why I called. I'm like you heard me say,
15 standby, and I looked at the captain and I'm thinking in my head,
16 is he serious? So I'm like, okay, where are we? All right.
17 Okay. We're in front of the Aldi's and Wendy's. I don't know.
18 We're on a road in front -- that was my initial call. And that's
19 why I said that because I thought he was asking me where are you?
20 I didn't know that -- in retrospect obviously, they knew where we
21 were or we were still on radar, but in my head, I didn't know
22 that.

23 Q. I think that was a perfect reply by the way, just so you
24 know.

25 A. Yeah, right. And then I wanted to let him know, you know,

1 every accident investigation, not accident, but every emergency
2 call, they want to know number of passengers, amount of fuel, and
3 those kind of things which is why I said there were 7 -- or 5
4 passengers and 1100 pounds of fuel. And I wanted to know we
5 didn't have a fire, and that everybody was safe. So otherwise, I
6 communicated those -- that -- those pieces of information, and as
7 soon as I finished the last call, I told him, okay, shut down. I
8 had already called. You heard me on the radio say, are we going
9 ahead and evacuating? To which he said, yes, and then I told the
10 passengers, please evacuate the aircraft. And I had already
11 briefed them on how to do that before landing -- I mean before we
12 took off. So.

13 Q. Were there any issues with getting the people out or --

14 A. No. No, the door for the passenger's side, both sides were
15 clear.

16 Q. Okay. Do you all use separate doors up front? Again, I
17 don't know the Caravan.

18 A. Yes. The captain's side was free and clear. My side was up
19 against the guardrail but I could still exit the aircraft.

20 Q. Okay. Wow. What an experience. I'm looking down my
21 question list. I think I might have -- so can you talk about some
22 of the training you went through as far as engine out training? I
23 assume that was with Flight Safety but just, you know, just talk
24 about what kind of training did you go through for, you know,
25 emergencies in general and/or specifically an engine out in this

1 airplane?

2 A. In this aircraft, the engine out procedures were gone over on
3 day 2. Well, actually it was 5 days of flight training and all
4 five days they did at least one engine failure but day 2 or day 3
5 was -- they call it hell day where all you do is back-to-back-to-
6 back engine failures for all different kinds of reasons. So,
7 yeah, I mean I definitely have done a few of them.

8 Q. Okay. All that training was in a simulator though, correct?
9 None of that was in the airplane.

10 A. It's not, it's not a -- it's not like a redbird. It's a full
11 motion. It's the one that's just like an airplane. I mean it
12 moves, everything. So it responds exactly like the airplane.

13 Q. Okay.

14 A. It's the big ones that move like, you know.

15 Q. Yeah.

16 A. Yeah.

17 Q. Yeah. So when they do the engine out training, do they
18 actually take it all the way to a conclusion?

19 A. Yes.

20 Q. You land in a field or something like that?

21 A. Yes. That's why I actually feel that for both of us, that
22 was a huge advantage because he went through the same training at
23 Flight Safety. So we've actually flown one into the ground, I
24 mean and done it.

25 Q. In the simulator.

1 A. In the simulator, yeah. Obviously you can't do that when
2 you're doing training on a --

3 Q. Yeah.

4 A. -- on a redbird, you know.

5 Q. So I guess my question would then be how -- would you
6 characterize that training as being adequate or really good? I
7 mean how well did it prepare you for --

8 A. I thought it was amazing. I thought it was excellent, and I
9 credit them with our ability to get down on the ground.

10 Q. Okay. Well, that's pretty good. That's strong. How about
11 working with your captain? You said you had never met him before.

12 A. Correct.

13 Q. You know, did you have any CRM training from either Flight
14 Safety or the company?

15 A. Well, the company relies heavily on CRM and our checklists
16 are all designed around CRM. And, when we go through Flight
17 Safety, we go -- I actually learned on the left-hand side and the
18 right-hand side for Flight Safety. So, I feel like they give you
19 a really good basis for CRM. I don't know if that answers your
20 question but I feel like, you know, there's good communication. I
21 don't think there's a lack of communication in what was happening.

22 Q. Okay. So I mean would you -- do you think that you've got
23 enough training on CRM or how to interact with, and I guess even
24 more specific than that, how are your interactions with the
25 captain on this particular flight? Was -- do you think that he

1 was managing you as a pilot monitoring well or communicating well
2 or were there any issues?

3 A. Yes, yes. No, I think he did really well, and as I said,
4 when we were in Dulles, he actually came over to me and included
5 me in the decision making process of who was going to fly that leg
6 and he showed me what the weather was, and asked, you know, did I
7 feel comfortable? How did I feel about it? And included me in
8 that conversation.

9 Q. Okay. Very good. Okay. I think that's a good walkthrough
10 of the event. I just want to ask a couple more questions on
11 following up. So you didn't work for the prior week.

12 A. Um-hum.

13 Q. How much do you work for Southern Air? I mean are you on
14 reserve or are you a line holder or --

15 A. I hold the line. My normal line is in Bradford. This month,
16 they put me in Dubois. I'm not really sure why. I'm willing to
17 do travel assignments which is maybe why but they put me in
18 Dubois. And I usually fly about 70 to 80 hours a month, and it
19 usually 4 or 5 days on and then 4 or 5 days off.

20 Q. And do you think you're getting adequate rest?

21 A. Um-hum.

22 Q. Their pairings aren't built to kill you or anything like
23 that. Okay. And you got adequate rest the night prior to this do
24 you think or --

25 A. Yeah, because I got in at like, I don't know, like 11 o'clock

1 in the morning or something like that. I don't remember the time
2 but, yeah, I got in pretty early, and I just went in and hung out
3 in my hotel, got some dinner and, you know, watched a movie and
4 went to bed about 9 or 10 o'clock because I knew it was going to
5 be an early, not super early but an earlier get up.

6 Q. Okay. Just a couple of other questions. How would you
7 describe your overall state of health?

8 A. Other than COVID right now, I'm a very healthy person. I
9 take no medications whatsoever.

10 Q. Okay.

11 A. Except for Tylenol occasionally for a headache. That would
12 be about it.

13 Q. Okay. Do you drink alcohol?

14 A. Very rarely.

15 Q. Okay. How about smoking?

16 A. Nope.

17 Q. Okay. Let's see. Any -- and these questions -- have there
18 been any significant life changes for you in the last year, you
19 know, marriage, divorce?

20 A. Nope.

21 Q. You know, deaths of someone close or, you know, even anything
22 financially significant over the last year?

23 A. No, other than the pay cut that going to Southern cost me,
24 but, you know.

25 Q. I can understand that. Okay.

1 A. But my husband, my husband was recently hired to a new job.
2 So he's been picking up the slack. So we're good.

3 Q. Okay. Good. I think that's really I've got for you now. I
4 should have started out with this. We typically do two rounds of
5 questions. So I start, and then we're going to follow up with --

6 A. Okay.

7 Q. -- with Shawn and Paul. And then we'll do one second round
8 and then we'll be done. So I'm going to turn it over the Shawn
9 now to do round one.

10 A. Okay.

11 MR. STONE: Shawn, it's yours.

12 MR. ETCHER: Thanks, Rocky.

13 BY MR. ETCHER:

14 Q. Jodie, thank you so much for all you've given us so far. I
15 know we've been going a little bit. Do you need a break? Do you
16 need a drink or anything?

17 A. No, I'm all right. Thank you.

18 Q. All right. Well, if you do, just say so. It's not a
19 checkride. It's nothing like that. It's -- you're just educating
20 me and, man, you've given me a lot of great information. I do
21 appreciate it. I'm like Rocky, I've not flown the Caravan. So
22 the details you've given me put me right there. When you talked
23 about the event, it kind of gave me little shivers up my spine.
24 So, I felt like I was right there with you. So I appreciate the
25 detail.

1 A. Uh-huh.

2 Q. I know Rocky was talking to you a little bit just a few
3 minutes ago about, you know, your previous days and everything,
4 and I just have one quick question. I know you said you got in
5 about 11 to your hotel the day before, ate dinner, watched a
6 movie, went to bed about 9-ish.

7 A. Um-hum.

8 Q. For you, and this is just you. What do you normally consider
9 a normal good night's rest? Do you need 3 hours? Do you need 10
10 hours a night? Just kind of help me understand you.

11 A. I'm usually pretty good about 7. I can do with less.
12 Sometimes I do less. You know, yeah, 7 hours is more than enough
13 but I think I got way more than that that night. I think I got up
14 about -- let's see. I had to leave -- I probably got up about 8
15 o'clock that morning.

16 Q. Okay. All right. Perfect. And, forgive me. I know you --
17 I believe you said, don't ever let me put words in your mouth.
18 That's not my intent. I want to learn. I believe you said you
19 were TDY'ed to -- for this trip --

20 A. Yes.

21 Q. -- from your normal base.

22 A. Yes.

23 Q. When you're TDY'ed, I know you've got green trees, green
24 leaves out behind your window there and I admit I'm jealous
25 because I'm not in a location like that. Mine's a little bit

1 colder. But when they -- when you have to be TDY'ed somewhere, do
2 they give you travel up there? Do you have to find your own way
3 up there? Do they put you in a hotel? Kind of help me understand
4 a TDY.

5 A. Okay. So, if I'm TDY'ed, it's a temporary duty assignment.
6 So they're responsible for getting me from wherever I'm at to the
7 base they want me at. And so in this situation, they flew me up
8 on Southwest, and it was like a 7 o'clock flight. And then I did
9 a -- to Pittsburgh and then I got on the Pittsburgh flight, from
10 Pittsburgh to Dubois on the Southern Air flight.

11 Q. Okay. Perfect. And when you're not TDY, you're going to
12 your -- I'll call it your normal base --

13 A. Correct.

14 Q. -- do you have to get yourself there or do they still --

15 A. Yes.

16 Q. Okay.

17 A. Yes, and I typically jump seats and I'll jump seat Frontier,
18 JetBlue or Southwest to Buffalo, New York and I have a car there.

19 Q. Okay.

20 A. And I drive.

21 Q. I was going to say, it seems like I might be a -- I don't
22 know. Maybe it's just me, but every time I've been to Orlando,
23 the flights are full. So I figured it's got to be -- we'll call
24 it a fun challenge to commute.

25 A. No.

1 Q. It's not bad.

2 A. I've not been -- I've not yet had to pick up a second flight,
3 and I've never not gotten from my base or gotten on home on the
4 day I wanted to get home.

5 Q. Oh, nice. That's always good. I hear people that commute
6 and some of them are nightmares and sounds like yours is great.
7 So it's awesome. Perfect. On the day of the event --

8 A. Yes.

9 Q. -- when you got up that morning, I know you said you got up
10 at 8. Did you feel well rested? I mean sometimes in hotels it's
11 kind of hard to get a good rest, but did you feel well rested,
12 ready to go or --

13 A. Yeah, I felt, I felt fine.

14 Q. Okay. Perfect. All righty. I know Rocky asked you a little
15 bit ago on what you did prior to coming here, and you talked about
16 you flew, and I wrote, air traffic control flights around Orlando.

17 A. Not air traffic, road traffic. Hello.

18 Q. Okay.

19 A. There you are.

20 Q. I'm sorry. I might have stepped on you. My apologies.

21 A. Go ahead. I think we had a little glitch in the system here.
22 It was -- I flew traffic reporters like for radio. It used to be
23 Sky 1 and Sky 2 out of Orlando, and they would be on the 580 WBBO
24 and they would do the traffic reports in the morning and in the
25 evening. So I'd fly like 2 1/2 hours in the morning and 2 1/2

1 hours at night.

2 Q. Okay. All right. Perfect. I probably miswrote it. So
3 forgive me for that silly question, but I appreciate the clarity
4 on it.

5 A. Sure.

6 Q. How do you like flying the Caravan?

7 A. I love the Caravan.

8 Q. Okay. I usually don't hear pilots say I love something. So
9 why do you love it so much? Help me -- usually pilots have
10 something to complain about. So.

11 A. Yeah. No. It's just -- it's a super stable aircraft. It's
12 fun to fly. It's got, you know, it's got enough power and energy
13 so that it makes it fun fly. It's just -- it's a fun airplane to
14 fly.

15 Q. Okay.

16 A. As opposed to like a little 152 where you're going nowhere.
17 This one gets you someplace and, you know, you have some power and
18 you've got some fuel and it's just a fun plane to fly.

19 Q. Okay. Perfect. Now, I know you were talking with Rocky that
20 it was going to be your leg to fly the event flight --

21 A. Um-hum.

22 Q. -- but because of the weather and you guys decided it might
23 not be, you know, it might be better for the captain to fly it
24 because he had, and maybe I misheard, but he has the navigation
25 equipment on your side or the instruments. Do you not have --

1 A. Right.

2 Q. -- it right in front of you?

3 A. So I have the airspeed and the attitude indicator and those
4 things in front of me, but the VOR and ILS with the glide slope
5 and that is on the -- how do I describe it? So you have the stack
6 of radios, you've got my instruments and the VOR and ILS is down
7 here. So to run an approach, you have to keep looking like this.
8 It's not like just moving your eyes. You physically have to move
9 your head back and forth. And so when you're going down the
10 minimums, you know, it's -- now, you're doing this to it. And I
11 just felt more comfortable doing it especially when it was only
12 like a 6,000 foot runway. I'm like let's just do the next leg.
13 I'll do Pittsburgh where I have a little more runway.

14 Q. Okay.

15 A. It was just a decision.

16 Q. Okay. That -- no, that makes sense and I'm glad you guys
17 discussed that and looked at it. So perfect. Does the airplane
18 have an autopilot?

19 A. Some of our airplanes do, and some of the airplanes do not.
20 That airplane I believe that it -- either it doesn't have one or
21 it's tied off as inop and is been disconnected.

22 Q. Okay. All righty. Excellent. So if we could just a little
23 bit, and I apologize. My questions are kind of hodgepodge
24 because, man, Rocky took all the great questions that I had, but
25 he always does. So these are jus some of the follow-on questions

1 I have. The day of the event, you met your captain at your first
2 departure point.

3 A. Correct.

4 Q. And I know, I mean I've been at the airlines as well, and I
5 know there was always some captains that, I'll call them the
6 crusty old codgers if you will.

7 A. Uh-huh.

8 Q. They're never fun to fly with, you know. They just expect
9 you to kind of sit over there and do as you're told. How was this
10 captain? Was he like that? Was he entirely different?

11 A. He wasn't like that at all. Like I said, he was, you know,
12 very inclusive. When I walked out to preflight the aircraft, he
13 came out and also preflighted the aircraft. So even though only
14 one of us is required, we both preflighted that aircraft. And,
15 then when the fuel truck came, he went back inside and we're
16 required to have one employee out with the aircraft when we're
17 doing the fuel. So I stayed out and did the fuel and checked the
18 sumps and the gas caps to make sure everything was on still tight.
19 But, yeah. No, he included me in everything. He talked about
20 what our route of flight would be even though it's standard. You
21 know, there was no miscommunication, no problems with
22 communication. He's a younger guy, and he was just -- he was very
23 polite, and -- yeah, I didn't have any issues at all with him. He
24 was very nice.

25 Q. Okay. Perfect. That's always great to hear. I mean

1 hopefully you've never had any of those crusty captains.

2 Hopefully they're all like that but, you know.

3 A. No, I've had one or two.

4 Q. Ah, okay. Well, it happens. Sorry.

5 A. Yep.

6 Q. All right. No worries.

7 A. Not necessarily at this airline. I should, I should qualify
8 that.

9 Q. Okay. And I appreciate that qualification because that's an
10 important little fact that I should have asked and I'm glad you
11 brought it up. So that morning, you went out and did all the
12 preflight. Was he originally scheduled for your first flight of
13 the day as well, the one that got canceled at 0600 or whatever
14 time it was?

15 A. Yes, we were both scheduled on that flight.

16 Q. Okay. Have they canceled flights on you before?

17 A. Yes.

18 Q. And if you can ballpark it, does it happen often, very rare,
19 it depends?

20 A. It happens enough that I don't go to bed without checking my
21 schedule.

22 Q. Okay. Do they ever tell you why it cancels?

23 A. No, not really. Sometimes it's weather. Sometimes it's, you
24 know, if they only have one passenger and nobody coming back, they
25 may decide to cancel like for that and just put them on the next

1 flight because we're going to the same place or in this case, I
2 don't know what the reason was to cancel it.

3 Q. Okay. No worries. All right. So, you flew down to Dulles.

4 A. Um-hum.

5 Q. And I think -- again, please don't ever let me put words in
6 your mouth. You were cruising on top of the clouds. You could
7 see the sunlight coming through.

8 A. So we were -- we -- I believe we were scheduled or we were
9 filed for 7,000. You'll have to go look or ask the captain, but I
10 think it was 7,000. And, we got to 7,000 and we were still in it,
11 and we -- but you could see, you know how when you have a haze,
12 you can see the sun through it. So I thought we were just a
13 little bit below. So I said, let's go ahead and try for 9 and see
14 if we can break out of this. And we tried for 9 and we never, we
15 never broke out of it. We stayed in it.

16 Q. Okay. How was the ride at that altitude? Was it rough,
17 smooth?

18 A. Smooth.

19 Q. Smooth, okay.

20 A. No issues.

21 Q. All righty. And I just want to make sure for the record,
22 that I understand and for my brain as well I understand, you did
23 not pick up any ice. Is that correct? On that right there, kind
24 of bouncing 7, 8,000 feet.

25 A. Not that I recall.

1 Q. Okay. Perfect. In those conditions, did you have like your
2 prop heat on or any heat, any deicing equipment, anti-icing
3 equipment, anything like that?

4 A. You'd have to ask the captain if he would turn it on.
5 Normally in visible moisture, we turn it on but I do not know if
6 he had it on or not.

7 Q. Okay. Is that, is that something that you would normally
8 talk about as a crew or is that just the captain's decision or --

9 A. It's part of the checklist and we ask, you know, one of the
10 checklists, as we climb out, is heat and the call out is, you
11 know, I usually will call out passenger heat on. I don't recall
12 what he said as far as heat goes, whether he had it on. I believe
13 because we were in visible moisture that he -- I don't want to say
14 that he did. I don't know.

15 Q. And that's okay.

16 A. Normally, normally he would.

17 Q. Okay. Normally he would, but this was the first time you
18 flew with him though, right?

19 A. Correct, but I mean normal, normal captains, normally they
20 would.

21 Q. Okay. Perfect. Sorry. It just clicked in my head.

22 A. I did say he, but I just meant that --

23 Q. He being the general of most captains, okay.

24 A. Yes.

25 Q. All right. Perfect. Have you ever flown into Dulles before?

1 A. Many, many times.

2 Q. All right. So you're kind of comfortable with the traffic
3 flow in and out of Dulles.

4 A. Very familiar, very comfortable.

5 Q. Okay. Great. All right. So you guys land, you taxi the
6 gate. Were you on time when you left? Did you leave early? On
7 the event flight now, did you leave early, leave late?

8 A. We left just about on time. I think our off time was 12:45,
9 and we -- I think we actually physically took off at 1:01. So
10 that included our boarding, start up, taxi, and right down to the
11 runway.

12 Q. Okay. All righty. And, when you guys -- before you brought
13 the passengers out or started loading them or maybe during, I know
14 you said you did a post-flight but you then did a preflight,
15 correct?

16 A. We walked around and did a preflight, yes.

17 Q. Okay. Did you -- you said something about you put your
18 finger on, and I wrote an antenna. Maybe I was wrong. Right
19 before you got in. Is that what you put your finger on? You said
20 your finger was wet, your glove.

21 A. No, I dropped my glove on the ground.

22 Q. Okay.

23 A. And it came -- and when I picked it up, it was wet.

24 Q. Okay.

25 A. I remember because my hands were freezing cold after we got

1 out of the airplane and my glove was wet.

2 Q. Oh, that just sounds uncomfortable.

3 A. It was.

4 Q. I bet. So, in winter conditions, do you guys do -- my
5 airline used to always call it just tactile feel, touch anything
6 you could to make sure there was no ice, no -- you know, nothing
7 sticking there. Do you guys do anything like that?

8 A. I did not, but I visibly could see that the airplane was wet,
9 but it wasn't frozen. It was like dripping wet.

10 Q. Okay. So you could see water coming off the backside of the
11 wing --

12 A. Um-hum.

13 Q. -- and everywhere else.

14 A. I mean it wasn't like raining off of it, but I mean it would
15 be like an airplane that it just got drippy.

16 Q. Okay. So you load the passengers. Do you load them? Does
17 the captain? Does the gate agent? Who loads the passengers?

18 A. It depends on the captain and the flight and there's a lot of
19 factors that go into that. On this day, and normally when the FO
20 is not the pilot flying, the FO loads the passengers. Sometimes
21 the company or some captains, even if the FO is flying will have
22 the FO still load the passengers but in this case, I wasn't flying
23 and I loaded the passengers.

24 Q. Okay. And I think you said, and please forgive me. Did you
25 say seven passengers?

1 A. No, there was five passengers and two crew.

2 Q. Five passengers. See, I'm bad with math. Sorry. I think I
3 just totaled them and put seven. So my bad for that. I
4 appreciate it. Five passengers. In your experience, is that a
5 normal load? Do you normally take off fuller, less people?

6 A. That experience varies. It depends. Every flight's
7 different. We can have zero passengers or we can have up to eight
8 passengers.

9 Q. Okay. Does the airplane handle any differently that you have
10 noticed, again your opinion, any differently with more passengers
11 or less passengers or pretty much handle the same all the time?

12 A. It -- different airplanes, we have some that have smaller
13 engines in them, and so the ones that have the smaller engines
14 tend to be more heavy, the only way I can describe them. They
15 don't want to come off the runway but once they start flying,
16 they're good, but just kind of getting up, they just -- they don't
17 want to climb. They fly like pigs.

18 Q. I'm going to write that down and use that as a term.

19 A. But this aircraft has a 750 in it, and so it doesn't -- it's
20 not affected by the weight.

21 Q. Okay. But I did like that term. I think I'm going to use
22 that from now on if that's okay with you?

23 A. Yeah, because they say pigs fly, right.

24 Q. Yeah. Well, that's what they tell me. I've yet to see it,
25 but now you've proven that it has. So all right. Perfect. So

1 you load the passengers. You close the door. Do you have to make
2 sure everybody's buckled in and give them a briefing on what to do
3 in an evacuation?

4 A. Yes, yes.

5 Q. Okay. How are you trained to deal with passengers or were
6 you?

7 A. Well, so when I started with the company, because I went to
8 Flight Safety, I did not ever actually fly the airplane until I
9 was scheduled for the line. And I was uncomfortable with that.
10 So I asked them for an IOE, a day of training following a FO. And
11 so I had one day where I had like two flights and I followed them.
12 I learned how to do the briefing. I learned -- I had been taught
13 a physical walk around during my in doc class, but as far as like
14 the passenger briefing and that kind of thing, I was taught that
15 by the FO that first day as like an IOE, and then after that, I
16 did it.

17 Now, the captains are also all trained on how to do that, and
18 they go through a week or 2, don't quote me on that, of IOE with
19 the company and they learn how to brief the passengers as well.
20 And so we're both familiar with how to do it, and I have had
21 captains that say, hey, you know, don't forget to brief that. So
22 that I make sure that my briefing is correct.

23 Q. Okay. All right. Perfect. So you guys got the passengers
24 seated. You briefed them. You get into your seat, do everything
25 you've got to do. And then do you push back or do you guys power,

1 you know, turn out or power out of the gate?

2 A. We power out. We -- when we come in, it's a big box, right,
3 that kind of sits off from the main taxiways next to the terminal,
4 right. And you can fit four airplanes in there, one, two, three,
5 four. We were in the front right spot. And so when we come in,
6 we come in and we turn around and we point our nose out of the --
7 of our little ramp area. So we were pointing out to taxi out when
8 we departed.

9 Q. Okay. All right. And while you guys were powering out,
10 taxiing out, and all that, did the captain say anything about,
11 ooh, a little slick or anything like that?

12 A. No, no.

13 Q. Okay. All righty. So you taxi out. Approximately how long
14 was your taxi do you know? Do you remember?

15 A. I don't. I want to say it was, I don't know, 5, 6 minutes.
16 It's not very far. One taxiway down, and we didn't have to wait
17 for anybody, and we went straight to the runway.

18 Q. Okay. All right. And forgive me, I don't know all what the
19 pilot -- what you have to do on the taxi out. Is there a lot of
20 stuff and this 5 minutes, is that adequate or is that kind of make
21 you hurry?

22 A. No, I mean it's fine. The -- after startup checklist is done
23 in the run up area before we call for taxi, okay, and that's, you
24 know, I can't remember everything that's on that list, and I'm
25 sorry. I don't do my memory list. I do them by the checklist.

1 So, the -- we'll do the after start up checklist, and then we call
2 for taxi, then on taxi, once we get on the straightaway, which is
3 usually Yankee. We taxi out Yankee to Yankee 11 which takes us to
4 the runway. Yankee is quite a long straightaway. That's where we
5 do our taxi checklist and as we approach Yankee 11, we then do our
6 before the line for takeoff, which is the correct runway, and
7 again, please don't quote me. I believe that's when we do our
8 contamination check to make sure that the wings are clear, check
9 to make sure everything is clear, and then right around the time
10 we turn onto Yankee 11, we'll switch over to tower. And I believe
11 if I remember correctly, that day they actually told us to switch
12 over to tower before we got to Yankee 11. And when we got to
13 runway 3-0, they didn't call us right away which is not normal.
14 Normally, if there's nobody in front of us, and we're there,
15 they'll call us and tell us. So we just told them, hey, we're
16 holding short at 3-0, and so we had done all of our checks up to
17 the line. So above the line, and then once they clear us, it's
18 below the line which I think there's only three items on there
19 which is the mix -- fuel mixture control, unit lights and there
20 might be something else on there but I can't remember it right
21 now.

22 Q. Okay. Well, perfect. And I'm glad you said you do it by the
23 checklists because that's, you know, sadly that doesn't always
24 happen with people.

25 A. Yes.

1 Q. So I'm glad to hear you're disciplined with that. That's
2 important.

3 A. Because it's at the point that I don't remember them because
4 I've got them in writing. I don't have to memorize them.

5 Q. Right, you know, why -- I mean I don't have enough brain
6 cells to waste memorizing something I don't -- I can read. So I
7 appreciate that.

8 A. Right.

9 Q. So as you're taxiing down Yankee, I'm sure you had time to
10 look out and all that. Was it snowing do you recall?

11 A. Like I said, I think it started snowing when we were loading
12 -- right around the time that we were loading the aircraft but it
13 wasn't -- I distinctly remember and I heard it on the radio call.
14 RVR was more than 6,000 feet. So the snow was very light at the
15 time that we were taxiing. So, yes, it was snowing but it wasn't
16 a heavy snow. It was light.

17 Q. Okay. So, it's snowing. Does your company -- do they have
18 any kind of training they give you for winter operations like if
19 it's a light snow, a heavy snow, icing? Do they kind of -- do
20 they have training for you on that?

21 A. So when we go through our initial IOE, the FOs go through
22 weather training during that week. And then the captains have
23 special, and I can't answer to this, I can only tell you they have
24 special training that they do, and it usually comes out October,
25 November, that they have to go through. And I do remember

1 somebody telling me that it was several hours long because he kept
2 messing up and having it restart on them and he was really mad
3 because he had to do it like four times. So it's several hours
4 long, but that's not something the FOs do.

5 Q. Oh, okay. So for winter ops for you as a FO, let's say --
6 let's go back to when you started flying the line back in --
7 forgive me. October?

8 A. October, um-hum.

9 Q. So, back then or any time since then, when you first ran into
10 snowy conditions, icing conditions, things like that, how did you
11 know what needed to be done, what you needed to look for? Do you
12 need to deice? Do you not? How did you know?

13 A. I relied on my captain and what I remember from initial doc
14 and that was basically that the aircraft needs to be clear of all
15 contaminants. It can be wet, but it can't have any contaminants.

16 Q. Okay. All right. I'll ask this for the record. This winter
17 season, have you had to deice since you've been with this company?

18 A. Yes, I've deiced several times.

19 Q. Okay. And when you deice, do they usually use type 1, type
20 2, type 4 deice, fluid, combinations?

21 A. We are only allowed to use type 1.

22 Q. Okay.

23 A. No anti-ice, just deice.

24 Q. All right. Do you know, did they explain why you can only
25 use 1?

1 A. They did in in doc and I'm sorry. I can't, I can't remember
2 what that reasoning was.

3 Q. That's okay. In doc is usually the fire hose treatment every
4 pilot has to go through. So I get that. All right. So you're
5 taxiing out. It's lightly snowing, and you said you do a -- you
6 both did a contaminations check?

7 A. Correct.

8 Q. Let me be a little fly on your shoulder if you will. Kind of
9 walk me through -- again, I've not flown a Caravan. So I'm trying
10 to learn everything I can. Walk me through what you look at on
11 the right side.

12 A. So I'll look out the window at the leading edge, and I can
13 see obviously the very edge of it, but I can also see pretty much
14 the top of the boot. I can't -- I have pictures. I can show what
15 the angle is that you can see, but you can see up over the top of
16 -- just a little bit of the top of the wing. That was all clear.
17 It was wet. I can also see the pitot-static cube and the radar.
18 We have a big radar cone that blocks my vision past that, but the
19 radar cone, all of that was clear. Wet again, but not -- no ice.
20 And then the strut, you can see the strut had boots on it, too.
21 And, there was no snow on that either.

22 Q. Okay.

23 A. I guess obviously the wind screen and stuff like that, but
24 there was no -- nothing on the wind screen.

25 Q. Okay. So forgive me, I know we keep talking, it's wet. It

1 looks wet. It's wet --

2 A. Right.

3 Q. -- all that?

4 A. Yes.

5 Q. Speaking from my recent experience here falling on my
6 backside, my driveway was wet one day. And I went out one day,
7 and I wiped out because it was -- it looked wet. It looked like
8 it had rained, but it was slick. How do you -- how can you tell
9 the difference if it's wet or -- well, it looks wet but it's kind
10 of more solid?

11 A. Yeah. That's a good question. I don't have necessarily an
12 answer that I can tell you other than, you know, if it's ice, it's
13 kind of a different shine to it, and you would start to see a
14 difference in what we can see on the windshield. You know, if it
15 was freezing, I'm -- it's going to freeze to the window as well.
16 And I didn't see any of that.

17 Q. Okay. All righty. In your training, did they show you
18 pictures of different, you know, clear ice, mixed ice, all that?
19 Did they kind of show you what it looks like?

20 A. All through the -- yeah, all through instrument training and
21 all that, I've seen all that. Yeah, I can tell you there was not
22 ice on the wings.

23 Q. All right. Perfect. No, I just -- I wanted to see from your
24 eyes what you were looking at because that really helps us, you
25 know --

1 A. Right.

2 Q. -- sadly I kind of feel like I'm sitting there with you. So
3 I appreciate the detail.

4 A. Right.

5 Q. All righty. So you're at the runway. You finally get
6 cleared for takeoff. I shouldn't say finally because they didn't
7 call you right away but you got cleared for takeoff. You get --

8 A. When I tell you that like we pulled up and normally as we're
9 taxiing up on Yankee 11, we switch over the radio and if there's
10 nobody in front of us, they clear us immediately, right. And as
11 soon as I switched over, especially because tower -- I mean ground
12 had said, switch over to tower, when they didn't come back to me
13 immediately and clear us as we're taxiing up the runway line, I
14 said to him, hey, we're at 3-0. I don't think we even stopped our
15 roll. We just --

16 Q. Oh.

17 A. So it wasn't like we sat on the end of the runway. There was
18 no stopping. We rolled right on and went.

19 Q. Okay. And I appreciate that clarification because in my
20 mind, I have you stopped at the hold short line and --

21 A. No.

22 Q. -- all that.

23 A. Uh-uh.

24 Q. So I appreciate that clarification. That helps a lot. You
25 taxi out, you keep your taxi rolling I should say onto the runway.

1 You do the below the line checks.

2 A. Um-hum.

3 Q. Do you, do you or is it a policy that you takeoff without
4 your boot and heats on? Do you take off with boots popping up
5 through the wing and prop heat on? Kind of help me understand.
6 What do you use?

7 A. We only use the boots if we have at least a quarter inch of
8 ice. Now, if we had ice, we wouldn't be taking off in it, right.
9 So, that would be -- we shouldn't be taking off if our boot's
10 running. So, no, the boots would not have been on. Heat into
11 known moisture, we would do that because we don't know how quickly
12 the change in temperature happens. And so in normal operations,
13 most of the captains, if we have visible snow, moisture, they'll
14 turn on the prop heat and the pitot heat and all that. I cannot
15 answer to you whether or not -- I can't recall. It's one of those
16 things that I've been questioning myself. Did we turn them on? I
17 don't remember.

18 Q. Okay.

19 A. I don't turn them on. They're on -- so all of that snow
20 stuff, right, here's the -- my side stack. His side, all of
21 that's way over here on the other side of the yoke. I can't even
22 see those buttons from my side.

23 Q. Oh, so they're all over on the left side by the --

24 A. All on the left side, yes, sir.

25 Q. Oh, okay. That helps a ton. So I -- because I'm wondering,

1 well, how would you not know? But that makes sense. Okay. So,
2 you take off. The acceleration of the airplane, I'm asking for
3 your opinion here, because you're an expert. You've flown it a
4 whole lot more than I have.

5 A. Um-hum.

6 Q. So your acceleration of the airplane, did it feel -- I'm
7 going to use the term normal, slower, faster than normal?

8 A. Normal.

9 Q. Normal.

10 A. Normal.

11 Q. Okay. All right. So you get -- you call 65, 75 -- 65, 70
12 rotate.

13 A. 75 rotate.

14 Q. 75 rotate. Thank you. He rotates. You start climbing out.
15 Do you start cleaning up yet or do you wait until a certain
16 altitude or out of runway, whatever?

17 A. Right. So as I said earlier, our normal callout, once he
18 starts -- once we're off the runway, our callout will be positive
19 rate and then my job is to double check the instruments. I
20 literally reach up and touch my finger along the -- and I do it
21 every time. Engine instruments are in the green, and everything
22 was in the green. And then the next callout that I make is at 400
23 feet. My callout is we're at 400 feet. That's 400 feet AGL and
24 at that point, the captain makes the decision if he wants us to go
25 to 10 degrees of flap. He did make the call, 10 degrees of flap.

1 So I checked airspeed and 85. 85 was at that time, flaps to 10
2 degrees, and I look at the flaps. I verify that the indicator is
3 at 10 degrees, and I'll say flaps 10, indicating 10, and I pause,
4 and wait until it's indicating 10. And then the next call it
5 would be him saying flaps up which he did momentarily later, and
6 I'll say speed check, 95 flaps up indicating up once they traveled
7 to the up position. And I did those calls.

8 Q. Okay. So you've got the flaps all up. He was at 95 knots,
9 all of that.

10 A. Um-hum.

11 Q. And then, forgive me, I think you said you felt -- I wrote
12 shutter, but that's probably just my bad terms of vibration maybe.
13 You felt something?

14 A. Vibration.

15 Q. Okay. Perfect. And you said it felt like -- did you say an
16 engine vibration or something like that?

17 A. It felt like an engine vibration, yes.

18 Q. Okay. I was just trying to visualize what an engine
19 vibration is, and I know you're an expert. You can probably --
20 maybe you can verbally tell me exactly what you felt by an engine
21 vibration compared to like a stall buffet or a tire spinning down
22 or something.

23 A. To me it felt like -- the way I can describe it is it felt
24 like a flat tire, like in a car only it was in the engine, and it
25 was definitely coming from up here, not from our tires. By this

1 time, those tires are stopped, long stopped.

2 Q. Okay.

3 A. So it definitely was coming from there and the only way I can
4 describe it is that shutter felt like if you had a flat tire. It
5 was that shaky feeling.

6 Q. Okay. And my apologies. I brought it up on the last
7 question. So I better close that door here if you will. Have you
8 ever had a stall buffet in the airplane?

9 A. In this aircraft? No.

10 Q. Okay.

11 A. But -- well, I take that back. In the, in the training of
12 the simulator, I have.

13 Q. Okay.

14 A. But these things, they take a lot to stall. So they'll
15 stall, and don't quote me. The airspeed I think is like -- no,
16 I'm not even going to guess, but the airspeed is quite low. It's
17 surprisingly low for this aircraft. And so, yeah, you'd have to
18 really be trying to stall this aircraft.

19 Q. Okay. So for my brain, and I can look up the number, you
20 don't have to quote it, but for my brain, by surprisingly low, I
21 assume the 95 knots or above that you were at, was well above
22 stall speed?

23 A. Yes.

24 Q. Okay.

25 A. Well above it. Even 85 -- I mean 85, thinking that we're

1 rotating at 75 knots, it's -- we're fine.

2 Q. Okay. All right. Perfect. Was there any other lights or
3 indications at that time or did you have a chance to look at
4 anything inside the cockpit?

5 A. I do remember him calling out saying we have a standby
6 alternator CAS message or message light which is an amber -- not
7 amber, orange. Is that amber? The orange color, not the red one,
8 light came on. So that came on just prior to the engine starting
9 to shutter, and I remember glancing over and looking at that but
10 as soon as we started having that, and I could see he was
11 struggling a little bit, I was doing from what I could from my
12 side, which is I am checking that the fuel selectors are on and
13 I'm looking at airspeed and I'm looking, you know, kind of where
14 we are and what do we do next?

15 Q. Okay. All right. Great. So, again you're educating me
16 here. So in your mind what does that standby alternator message
17 mean to you?

18 A. We have some sort of a power issue obviously that the standby
19 alternator has taken over the power control on the engine.

20 Q. Okay.

21 A. I would have to go look further, and I wouldn't want to, I
22 wouldn't want to speculate on where that power failure may have
23 come from but that, to me, there's something going on obviously
24 and it has something to do with lighting or electrical power.
25 Where it is? I don't know.

1 Q. Okay. Perfect. And I just wondered what it meant to you. I
2 don't need a book quote, you know. I just want to make sure I
3 understand what you thought it could mean --

4 A. Right.

5 Q. -- and that helps me a little bit. All right. So you got
6 that. He starts to bring the turn back towards the airport if you
7 will.

8 A. Um-hum.

9 Q. And I'm going to jump forward a little bit. And you said 85
10 knots. Is that a normal speed you would try and hold? Is that a
11 required speed?

12 A. If you go through the emergency procedure, immediate takeoff,
13 like immediately after takeoff, the only thing that they really
14 teach you is pitch for 85 and look for a place to land if you have
15 an engine failure. And so when we started our turn, I felt like
16 we were starting to -- like I wasn't sure what was going on. So I
17 told him, I said, let's pitch for 85, and he said I can't. And so
18 I don't know what that means, whether he couldn't hold it or if he
19 couldn't -- I don't know, but I remember him saying he can't, and
20 I don't know if that meant I can't make the turn, I can't -- it
21 jus -- I can't. And so we both kind of decided we were not making
22 it back to the runway and then we looked for our next option.

23 Q. Okay. And I know what happened. I mean sitting here, in our
24 comfy chairs it's easy to talk about, but I'm sure it all felt
25 like happened like a blink of an eye almost. So I appreciate

1 everything you're recalling. In training, I know you said they
2 gave you -- I wrote it down because I like the term, a week --
3 hell day. Hell day. That's what it as.

4 A. Hell day, yeah.

5 Q. The fun day, right, where they give you all sorts of engine
6 failures.

7 A. Yeah.

8 Q. Do you remember how -- what the lowest power reduction engine
9 failure whichever would be that they gave you in the sim?

10 A. I don't.

11 Q. Okay. And you said they take it down until you land. And I
12 know you said that made you feel so much -- made you feel ready
13 for this. I don't want to put words in your mouth. I'm
14 paraphrasing, made you feel like you guys could handle this event.
15 Doing those, I know I probably would, but did you ever get the --
16 I always called it the airline -- the red screen of death because
17 you hit a little too hard, and it said, aw, you didn't -- you
18 crashed.

19 A. On my landings?

20 Q. In the sim. Absolutely in the sim.

21 A. No, I did not.

22 Q. Okay. Did other people that you knew of? Maybe you guys
23 didn't talk about it, pilots maybe not talk, but --

24 A. Well, there's only two of us that went, and so my captain and
25 I and the captain I trained with and I can't, I can't recall if he

1 did or not. He's no longer with Southern Airway. He quit.

2 Q. Okay. All right. Perfect. So, we'll go back to -- turn
3 back to the airport, decided, nope, we're going to land on the
4 road. You're busy up there, doing all the checklists but you
5 still -- you yelled back to the passengers.

6 A. I want to be clear. There was -- the only checklist that we
7 could do was the one or two memory items. If you go and listen to
8 the audio, there was 23 seconds from the time that I called mayday
9 to the time that I reported that we were on the ground which means
10 it was probably more like 19 seconds from the time that we
11 actually called mayday until the time that we actually touched
12 down. So --

13 Q. Thank you.

14 A. -- there was no pulling out checklists. It was memory items,
15 what we could remember and once we made the determination -- you
16 know, we tried a couple of things. Once we made that turn and we
17 knew we weren't going to land, there was no more running
18 checklists. It was get out butts on the ground so that we can
19 walk away from this.

20 Q. Perfect. Thank you for that, and my apologies. I did not
21 mean you pulled out a checklist. Forgive me for that. That's my
22 bad. My misstatement. So thank you for correcting that. You did
23 your memory items. You also had to turn around and go back and
24 yell at the passengers. I say, yell. Explain to them whatever
25 you said, we're going down. Brace for impact. I don't remember

1 what you told me you said.

2 A. And I don't recall what I said. Something along the lines
3 of, hold on, we're going down, I think is what I said. There was
4 no brace for impact or anything like that. I just told them to
5 hold on, maybe hold on, we're landing. Hold on, we're going down.
6 I don't know.

7 Q. Okay.

8 A. And I didn't turn around. I never took my eyes off of where
9 we were flying to. I just yelled it back to them.

10 Q. Oh, okay. Perfect. That's where I was going with that. So
11 I'm glad you clarified it because I just wanted to make sure you
12 didn't take your eyes off of where you were going.

13 A. No.

14 Q. Aviate first, right. Navigate second and then communicate.
15 So, perfect. I do appreciate that. And with that, I think right
16 now, for round one, I think you've actually answered all my
17 questions. Let my brain chew on this a little bit.

18 A. Okay.

19 Q. But I do appreciate it. It's really helped, and are you
20 doing okay? Need a break?

21 A. No, I'm fine.

22 Q. Okay.

23 A. It's (indiscernible) though.

24 Q. You're doing great. So I appreciate it.

25 MR. ETCHER: Rocky, back to you.

1 MR. STONE: Yes, yes, you are doing great, Jodie. We very
2 much appreciate the information you're giving us. I'm going to
3 turn it over to Paul, the meteorologist, to ask some questions.

4 FO LYONS: Okay.

5 BY MR. SUFFERN:

6 Q. Yeah, as both Rocky and Shawn has said, we really appreciate
7 your time, and you've been very, very helpful. Actually I don't
8 have too many questions. It'll just picking up little tidbits
9 here and there. You mentioned when Shawn was asking you, you
10 mentioned you received the RVR observation. Did you get that from
11 the ATIS or the ASOS or did air traffic provide it to you?

12 A. It's actually on the audio recording from our clearance to
13 take off. So we were cleared the capital one departure. I think
14 the call was, clear runway 3-0, capital one departure, runway RVR
15 is greater than 6,000 feet, clear for takeoff. Something like
16 that was the call. So I knew that the RVR was greater than 6,000
17 feet.

18 Q. Okay. And then you mentioned several times about when the
19 snow started and things like that as far as when you were leaving
20 the terminal and getting back and doing the preflight and things
21 like that before the flight leaving Dulles there. Do you recall
22 the weather conditions changing at any point, you know, from that
23 point all the way through taxiing and departure or anything like
24 that or did it stay consistent the whole time?

25 A. No, I mean it was just snowy, and not something that -- it

1 wasn't significant enough for us to really note because we had
2 taken off in snow before, you know. I've not -- it was light
3 snow. It wasn't anything that I haven't done before.

4 Q. Okay. And then just some overarching questions. Does your
5 company, Southern Airways, have any standard policies or
6 procedures for you as a pilot of the weather information that
7 should be reviewed before a flight?

8 A. They do have guidelines and I would have to refer you to
9 those guidelines so that I wouldn't misquote anything.

10 Q. Okay. And, you answered a bunch of other questions between
11 Rocky and Shawn. That's all that I have. Thank you.

12 A. Okay.

13 MR. STONE: Thank you, Paul, and thank you, Jodie, again.
14 And again, do you need a break or anything or do you just want to
15 power through it? Typically round 2 is pretty quick. So.

16 FO LYONS: I'm fine.

17 BY MR. STONE:

18 Q. I have a couple of questions. So you said you've taken off
19 in snow before.

20 A. Um-hum.

21 Q. Have you flown in actual icing conditions where you actually
22 accumulated ice on the struts?

23 A. Yes, yes.

24 Q. And how effective was the deicing equipment on the aircraft
25 when you were in those kind of conditions?

1 A. It's okay. I mean obviously -- it doesn't clear the ice 100
2 percent but it, you know, I've never been in ice that's been more
3 than about a quarter inch thick on the wings, and those boots
4 require about a quarter inch. So if you pop them too early, they
5 don't clear 100 percent. They'll clear about 80. And so, yeah,
6 I've been in that situation, but I've also been in a situation
7 coming out of Pittsburgh where we had accumulated snow and ice
8 from our landing, and then we went to the ramp and had them deice
9 the aircraft before departure.

10 Q. Okay. That actually brings up another question. When you
11 got back down on the ground, I assume there's no deicing on the
12 tail at all. I mean --

13 A. Yeah, there is. There's boots on the tail.

14 Q. Oh, there is boots on both the horizontal and vertical
15 stabilizer.

16 A. Yes.

17 Q. Okay. But you've seen ice on the aircraft itself after
18 you've taxied in.

19 A. Yes.

20 Q. Okay.

21 A. Yes.

22 Q. And obviously, you know, in those times you never experienced
23 any engine issues or nothing?

24 A. No.

25 Q. No. Okay. Is there a windshield wiper on the Caravan?

1 A. No, no, but on the captain's side, there is a deice plate.
2 It's like a glass plate that they put over it that's supposed to
3 keep at least a vision area for them to be able to see, but it's
4 not on the FO's side. Only on the captain's side. But we had
5 clear visions. We didn't have any icing on our windshield.

6 Q. Okay. And the defrost is pretty good probably on both sides
7 hopefully?

8 A. If we get ice on the FO's side, and we put the heat, defrost,
9 like the blowing air, it's like a car type defrost --

10 Q. Right.

11 A. -- it's not great. The captain's going to have to land the
12 airplane probably unless it clears before we land.

13 Q. Okay. I'm looking at my list, and I think that is all that I
14 have. So I'm going to ask Shawn if you have any.

15 MR. STONE: Shawn.

16 BY MR. ETCHER:

17 Q. I really just have a few. You've answered a whole bunch. So
18 I appreciate that. And mostly they're the ones I missed in my
19 chicken scratching as I was writing earlier.

20 A. Okay.

21 Q. So I'm going to go back a little ways. I think it was Rocky,
22 when he was talking about your morning and when you took the
23 airplane on your first flight. You pulled out a stepladder to
24 test the stall heats maybe or something.

25 A. The captain pulled out a stepladder because it's quite a

1 distance. You can't touch the pitot heat and all that from the
2 ground. You have to have a ladder.

3 Q. Okay.

4 A. So he pulled out and tested. We have pitots on either side
5 of the aircraft, and he tested the heat on both of those by
6 turning them on, touching them to make sure that they were warming
7 up. The same thing with the stall heat as well as the prop heat.
8 That's the designated process for testing those.

9 Q. Okay. And --

10 A. And they all -- I can't verify. I wasn't the one that did
11 it, but I can't imagine we would go if none of those were working.
12 So when I asked him, they were working. He said they were.

13 Q. Is the stepladder always on board the airplane or is it just
14 one, if the station has it, that's how you do it?

15 A. It's always on board.

16 Q. Okay. Perfect. All right. Did the airplane, did it have
17 any deferred maintenance items, any MEL (ph.) items?

18 A. None that I know of.

19 Q. Okay. Would you expect the captain to tell you if it did?

20 A. If there was something that was going to affect the aircraft,
21 yes.

22 Q. Okay. All right.

23 A. We review ahead of time if there's anything, you know, that's
24 wrong with the aircraft, he'll usually say, hey, by the way this
25 is written up or what have you. I can't even imagine what

1 something might be. The one push to talk isn't working. He'll
2 just let me know so that I know what to, what do or how to work
3 with it.

4 Q. Okay. All right. Perfect. I know you said you deiced this
5 winter, not the accident flight, but this winter.

6 A. Right. Yep.

7 Q. When you deice now, do you have to note times? Do you have
8 note anything? Is that the ramp's job to note when you started?
9 Is there any records you have to keep for holdover times or
10 anything like that?

11 A. I'm going to be honest with you that I believe that's
12 something that the captain does. It's not something that I have
13 been taught how to do or been told what to do for that.

14 Q. Okay. Perfect. And, the last little question I have, maybe
15 it's one or two, after you guys landed, after the event, you
16 landed on the road, you were next to the Wendy's and whatever else
17 you were next to. Did you guys evacuate the passengers? Did they
18 evacuate themselves. Kind of help me -- walk me kind of what you
19 did?

20 A. Well, they -- I couldn't get out on my side, and so I turned
21 around immediately because I was up against that guardrail. I
22 turned around and told the passengers, we're clear, evacuate the
23 aircraft as I told you in prebriefing or something to that effect.
24 And so then they opened up the door and I had told them
25 specifically how to open the door. So they knew how to open the

1 door. And it's a pretty easy door to open.

2 Q. Okay. Did they go out right and left side?

3 A. They went out only on the right-hand side. The left-hand
4 side does not have a stairway, and there was cars on that side
5 that were, believe or not, still driving past us.

6 Q. Well, sadly I do believe it. Sorry. I've driven in DC. I
7 can believe it. So all right. Perfect. Well, you have answered
8 so many questions. I feel like it's probably a basic in doc. My
9 brain probably won't retain it all. So I appreciate you allowing
10 us to record and transcribe this so I can review it later, but
11 thank you so much for the detail. I do appreciate it.

12 MR. ETCHER: And I'll turn it back to you, Rocky.

13 MR. STONE: And thank you. Paul, one more chance for you?

14 MR. SUFFERN: I have no further questions. Thank you, Jodie,
15 for your time again.

16 BY MR. STONE:

17 Q. Wow. Jodie, I just have a couple more things. One is, is
18 there anything that you can think of that we didn't ask, as if we
19 didn't ask enough, that you would like to tell us?

20 A. No, I don't have anything else to offer. I'm just glad to be
21 alive. I think we were extremely lucky that the road was there,
22 and that we were fortunate, we had that break in the cars, you
23 know. I mean like I said, at some point, we had to make a
24 decision on keep running checklists or land and, you know,
25 obviously we made the right decision.

1 Q. Yeah. And then one last question is if you put yourself back
2 in the same day, the same situation, the same exact events, would
3 you have done anything different?

4 A. I don't know. I can't answer that, because if I start
5 answering that, I start, you know, as I've played this over a
6 thousand times in my head, you know, you can say would have, could
7 have, should have a million times and, you know, would I have
8 turned right or left instead of right or right instead of left and
9 I can't. I can't. If I do that, I'm going to start crying and
10 get all upset about it because, yeah, I can't speculate. I'm
11 sorry.

12 Q. And I don't want to have you start crying because I think the
13 outcome is pretty tremendous and you've actually got a great story
14 to tell for the rest of your life.

15 A. Yeah.

16 MR. STONE: And then that's really all that I have. I very
17 much appreciate -- I think you were very straightforward and
18 forthright and I appreciate all the information. We will get the
19 transcripts and we'll give you a chance to look at them, read
20 them, if you want to make any corrections, we'll --

21 FO LYONS: I'll send you my attorney's information so you can
22 send those on to him as well.

23 MR. STONE: Okay. We'll do that. And with that, I'll just
24 say thank you again. And again, I appreciate your time very, very
25 much.

1 FO LYONS: Okay. Thank you.

2 MR. STONE: Bye-bye.

3 FO LYONS: Bye.

4 (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: SOUTHERN AIRWAYS EXPRESS
 FLIGHT 246 EMERGENCY LANDING
 IN LOUDOUN COUNTY, VIRGINIA
 ON JANUARY 19, 2024
 Interview of Jodie Marie Lyons

ACCIDENT NO.: ERA24LA094

PLACE: via videoconference

DATE: January 25, 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.



Kathryn A. Mirfin
Transcriber

NOTES FOR INTERVIEW¹

Pg 8², line 16 - can we add or clarify commercial multi engine instructor?

Pg 9 line 20, clarify, the first schedule day back, it was our 2nd flight of the day.

Pg15, line 7, currently says "whether or not we have any oil dripping anywhere". I was trying to say whether or not we have any new oil drippings anywhere.

Pg 15 line 10, currently says "think we took on 1600 pounds." I want to clarify we didn't take on 1600 pounds we filled to a total of 1600 pounds. I don't recall the amount we actually added to the airplane.

Pg 17, line 24. The balloons pop. Not caught.

Pg 24 line 5, fork should be torque

Pg 24 line 22, clarify I did flap 10

Pg 25 line 5, clarify, flaps up. We are at 95....

Pg 25 line 12, clarify there was a shake

Pg 26 line 11, clarify I did not put in second 10 degrees of flaps

Pg 27, line 7, clarify I meant there is no turning, we were trying to stop

Pg 27, line 10, clarify left with the road

Pg 27, line 21, clarify I could tell (not couldn't)

Pg 39, line 17, clarify loss of signal in the meeting prior to "hello" please

Pg 51, line 13, clarify Runway 30

Pg 51, line 16, Runway 30

Pg 51, line 16, clarify check lists not check ups

Pg 53, line 13, clarify what I remember from initial in-doc training

Pg 56, line 14, runway 30

¹ This "NOTES FOR INTERVIEW" section was provided as corrections and clarifications by Jodie Marie Lyons and R. Patrick Phillips, Esq.

² To get the correct page number for this combined transcript, add 66 to the listed page number.

Pg 56, line 18, clarify we were cleared for takeoff the. So we continued our roll-out onto the runway and went.

Pg 57, line 9, clarify we shouldn't be taking off with our boots running

Pg 58, line 23, clarify 400 ft AGL

Pg 61, line 5-6, I don't know if this can be clarified, I said, standby alternator, but it was actually the standby power in op that was illuminated. I think I was getting pretty tired at this point.

Pg 64, line 18, correct- get our butts on the ground

Pg 66, line 15, correct runway 30.

Pg 72, line 25, correct as I had told them