

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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DELTA PRIVATE JETS CRASH *

OROVILLE, CALIFORNIA *

AUGUST 21, 2019 *

*

Accident No.: WPR19FA230

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FLIGHT CREW INTERVIEW

[Cory Lombard Interview #2]

Delta Private Jets Headquarters
Erlanger, KentuckyWednesday,
August 28, 2019

APPEARANCES:

ADAM GERHARDT, Air Safety Investigator
National Transportation Safety Board

DON COULTER, Line Captain
Delta Private Jets

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I N T E R V I E W

MR. GERHARDT: Okay, this is Adam Gerhardt with the National Transportation Safety Board, an air safety investigator.

And I'm going to go through the room now, and then, Cory, if you'd just introduce yourself?

MR. LOMBARD: Cory Lombard, pilot flying.

MR. GERHARDT: And Cory, can you just basically answer, are you okay with me recording this for, again, the purpose of our safety investigation and just to produce a written transcript?

MR. LOMBARD: Yes.

MR. GERHARDT: Okay, thank you.

And then we also have in the room with Delta Private Jets?

MR. COULTER: Don Coulter, line captain.

MR. GERHARDT: Don is a party member on the operations group.

And so, Cory, I have to inform you that, again, you are allowed to have one representative here. There is nobody here, but again, fully allowed to have one person here.

Are you okay with proceeding?

MR. LOMBARD: Yes.

MR. GERHARDT: Okay. Thank you.

Are you okay with Don being in the room?

MR. LOMBARD: Yes.

MR. GERHARDT: Okay. Thank you. So, great. Thank you, Cory.

INTERVIEW OF CORY LOMBARD

1 BY MR. GERHARDT:

2 Q. I'm going to go through the first chunk of questions. So the
3 first part, like I said, a 72-hour history. Wednesday -- we're
4 going to start with Wednesday morning, August 21st, which is the
5 morning of the accident.

6 A. Yes.

7 Q. So we know that you stayed in Chico, California?

8 A. I believe it was at a Holiday Inn there, I believe. Yes.

9 Q. Got it. Okay. So the big question here is -- so you slept
10 at a hotel?

11 A. Yes.

12 Q. Generally, what time did you wake up? And we'll just do all
13 Pacific, you know, Pacific Time.

14 A. It was probably about 6:30.

15 Q. 6:30? Okay. Could you rate the quality of your sleep? Is
16 there anything remarkable about the sleep?

17 A. It was normal.

18 Q. Normal. Do you remember what time you went to bed?

19 A. Not without referencing my stuff. I do have a phone call out
20 that'll put me in bed somewhere around 11.

21 Q. About 11?

22 A. Yes.

23 Q. Okay. 11 p.m., okay. Can you remember when you left the
24 hotel in Chico to go to the Oroville Airport?

25 A. It was roughly 9 o'clock.

1 Q. About 9 a.m.? Okay. 9 a.m. Any flight planning done at the
2 hotel or preparations for the flight?

3 A. The flight planning was done, it would have been either the
4 night before or the day before. So --

5 Q. Okay. So we'll get into more detailed questions of, you
6 know, what apps were used and all of that. But -- so it sounds
7 like the morning of the accident, there were some preflight,
8 normal preflight activities that you did outside of the airport
9 area?

10 A. The only thing really the morning of, I reviewed NOTAMs --

11 Q. Okay.

12 A. -- and I reviewed the weather.

13 Q. Perfect. Do you know what you used to review the weather and
14 NOTAMs?

15 A. I do not recall what -- I know the app I used for the
16 weather, but I don't remember if I went onto the government
17 website or if I actually used the app that was -- ARINC provided.

18 Q. Got it. Okay. Is that normal for -- your typical before
19 you're going to head out for --

20 A. In my mornings, yeah. I wake up and I grab my personal
21 phone, and I have an app on there, more or less, and it brings in
22 METARs and TAFs for the airports being --

23 Q. Perfect.

24 A. -- flown to it.

25 Q. Is it ForeFlight by chance?

1 A. No.

2 Q. Okay. Got it. That's a big one that we --

3 A. I'm cheap. I don't pay for stuff.

4 Q. Yeah. It's expensive. I dropped it, too.

5 So before we get to -- any sort of emails with DPJ that
6 morning that you can recall before you get to the airplane and
7 airport?

8 A. I do not recall --

9 Q. Okay. That's fine.

10 A. -- anything specific. I know I was on my personal phone
11 probably 7:30 or so.

12 Q. Okay. Do you remember about how long of a drive that is?

13 A. If I remember, it was about a 45-minute drive.

14 Q. Got it. Any issues with the passengers? Anything notable
15 other than, you know, we've got a flight this morning with the
16 same group of eight passengers? Is there any contact that you had
17 with the passengers or any --

18 A. The only interaction I really had with the passengers,
19 because I was inside getting the coffee at the time, the only
20 interaction with the passengers, I did the walk-around, kicked the
21 chock, gave it to the line guy, walked back, one guy walked in and
22 gave me the, hey, I'll be back in a minute. I said, okay. And I
23 sat there and interacted with one of the passengers in the front
24 seat. He was asking like, what was that guy -- what's the
25 mechanic doing over there? And he was pulling a bird's nest out

1 of a, like a 150 or 172 or something.

2 Q. Okay.

3 A. And that's -- and I had to tell him, I was like, yeah, he's
4 pulling a bird's nest. I said, typically birds will try to put
5 them anywhere. I said, this plane isn't really a problem for
6 that.

7 Q. Yeah. Got it. Okay.

8 A. Obviously all of that's paraphrasing, but --

9 Q. Of course. Yeah.

10 A. My memory has been overrun with this.

11 Q. Yeah, absolutely. Kind of more standard questions. We're
12 going to really hit the 72-hour stuff of -- so, Tuesday night now,
13 the day prior to the accident. So, you know, again, our basic
14 understanding, the -- your flight arrived with the same group of
15 eight passengers into the Oroville Airport?

16 A. Yes.

17 Q. Again, then that's when you go to the Chico --

18 A. Holiday Inn.

19 Q. The Holiday Inn. Do you remember about when you left the
20 airport to --

21 A. You mean that night?

22 Q. Correct. The previous night, you go to the hotel.

23 A. I don't recall the time we left, but I mean, the time I
24 dutied off with the company, you can back it up, you know, 45
25 minutes to 50 minutes from that time.

1 Q. Perfect.

2 A. Because I duty off as soon as I hit the hotel.

3 Q. Okay. When you hit the hotel?

4 A. Yes.

5 Q. Okay. Can you remember -- so you get to the hotel.

6 Generally, can you describe what the activities were? Did you
7 work out? Did you just go straight to dinner?

8 A. Didn't even go to dinner.

9 Q. Okay.

10 A. Well, not right then. I went in, sat down, as soon as they
11 said I was dutied off, looked at the time, and I grabbed -- had
12 two beers, and then it was 8:30. And I looked down, it was like,
13 do I want to get dinner? Most places were closing around that
14 area.

15 Q. Yeah.

16 A. And there was a Taco Bell just, you know, a couple of doors
17 down from the hotel. I went to Taco Bell.

18 Q. Okay.

19 A. Came back.

20 Q. Taco Bell, okay. Let me ask some of these. About the time
21 you went to bed, again? I think you just said that.

22 A. About 11.

23 Q. About 11, okay. And again, anything disrupting the sleep?

24 A. Not that I recall, no.

25 Q. Okay. So a normal -- it'd be generally correct to say it was

1 normal overnight, you're on a trip?

2 A. Yes.

3 Q. Got it. Well -- so we're going backwards. Now we're to the
4 next, the previous night, and we -- you know, that -- I have Santa
5 Barbara. Does that sound -- so it would be Monday night, 8/19.

6 A. Okay.

7 Q. August 19th, I have Santa Barbara.

8 A. Which is --

9 Q. That was the --

10 A. Right.

11 Q. Yeah. And I know that this is --

12 A. Well, I'm going to say that this is my first rotation
13 completely on the West Coast. So every place was new, so trying
14 to keep them all straight is a -- but yeah, Santa Barbara.

15 Q. Got it. Perfect.

16 Q. So Santa Barbara, and so that is -- you know, just for
17 situational awareness for us, so this was your first all West --

18 A. West Coast.

19 Q. -- Coast, all --

20 A. Yes.

21 Q. -- West Coast travel? Okay.

22 You land in Santa Barbara -- and you can reference any, you
23 know, anything that helps you jog your memory.

24 A. Do you have the actual date? What'd you say --

25 Q. I have the 19th.

1 A. -- it was, the 19th?

2 Q. Which would have been Monday.

3 A. The 19th. Okay.

4 Q. So same sort of questions. When did you leave the airport?
5 Did you go to the hotel? Did you stay in a hotel? When did you
6 go to bed? Those same sort of questions for Monday night now.
7 I've got a calendar too.

8 A. I've got a calendar, too. So the 19th, says that we were
9 staying at a Hilton that night.

10 Q. Okay.

11 A. I'm trying to remember if that -- there was one of them that
12 had -- I think that was Salt Lake though. I think the night
13 before it was like Salt Lake at a DoubleTree. I do not recall the
14 Hilton.

15 Q. Got it. Is there anything that you can recall -- it's not
16 necessarily where, you know, where you stayed, but if you can do
17 your best to just put yourself -- now we're into Monday night.
18 You know, again, we're getting further back, and I understand the
19 trips run together.

20 A. Yeah.

21 Q. Is there anything that you can recall with -- you know,
22 you're on Pacific Time, when you're going to sleep, the quality of
23 your sleep, when you're waking up?

24 A. There was only one night that I recall having any issues
25 sleeping, and that was at a Salt Lake City place.

1 Q. Okay. In Salt Lake City?

2 A. Yeah. But that, like I said, there was -- something went on
3 in town, everybody was coming back late, and something was
4 mentioned like the -- oh, I bet you they'll be back at 4:30. And
5 it was right at 4:30, 4:36 or something, I heard the door slam and
6 I woke up. I mean, I went back to sleep, but it was just -- I
7 remember I went, huh --

8 Q. Yeah. Got it.

9 A. -- that's a weird thing.

10 Q. So, okay. So the night -- that's good. And that's a good
11 reference. Anything that helps you, because this is not easy. It
12 sounds like the Salt Lake City night, we can look at when that
13 was. I think that may have been actually Saturday night. Because
14 I have Sunday night in Santa Ana.

15 A. Santa Ana, now that's where we started with these passengers,
16 I believe.

17 Q. Right.

18 A. And if that's true, then we stayed at some hotel right down
19 the street.

20 Q. Okay.

21 A. Yeah.

22 Q. Okay. So overall for Monday night, do you remember any sort
23 of long drive to hotels? Are you staying at hotels close to
24 the --

25 A. No, it was a hotel fairly close.

1 Q. Close to the airport?

2 A. Yeah.

3 Q. Going to bed -- about what time would you say you're going to
4 bed on Monday night?

5 A. Probably roughly about the same time, about 11.

6 Q. About 11. Okay. Any really early shows, show times the
7 following morning that you can recall of, jeez, it's really -- you
8 know, I'm waking up at 2 a.m., 1 a.m., 3 a.m. on Pacific Time?

9 A. I don't recall.

10 Q. I'm really just trying to get at, you know, the time you're
11 going to bed, the time you're waking up.

12 A. Duty on -- I ain't going to lie. Is this in Eastern or is
13 this Zulu, or what is this?

14 Q. That's in Zulu, yeah.

15 A. Yeah.

16 Q. Makes it even -- yeah.

17 A. I'm sitting here looking at it going, I have no idea what --

18 Q. Yeah. It's in GMT, which is --

19 A. All right. So with that being said, yeah, it shows 101 at
20 like 5:18. That's the 16th. That'd be duty on at 10, that one
21 would be what, 7:30 on the 18th. Is that what day we're after?

22 Q. Um-hum.

23 A. Yeah. So it would be show at 7:30. And then the next day
24 was show at 5:30. So the 19th was 5:30 in the morning.

25 Q. Got it. So overall, the big picture of what we're trying to

1 get at is, do you feel like, particularly in the 3 days, in the 72
2 hours that we generally focus on, is there anything that stands
3 out to the time you're going to bed, the time you're waking up,
4 the opportunity for rest, is there anything that sticks out to you
5 that's abnormal? That makes --

6 A. No.

7 Q. You know, do you remember being fatigued?

8 A. No. Like -- well, day 7 is -- I'm sorry -- I'm looking at
9 day as go home day. Everybody starts wearing down, that's -- I
10 remember that. Because I woke up the morning in that hotel, in
11 Holiday Inn, came down, and I think I was supposed to meet Erik at
12 8:30, and I said I -- I had been up for hours, I still came down
13 late.

14 Q. Got it.

15 A. He goes, oh -- I remember something that was exchanged. I
16 can't remember if he said, are you feeling okay, are you sick, or
17 what. But something was exchanged. And I said, yeah, and I
18 grabbed some quick food. I said, I'm good to go. So we left.

19 Q. Got it.

20 A. It was just, he could see I was dragging, you know, but --

21 Q. On day 7?

22 A. Day 7. But as far as everything leading up to it, it's like,
23 no. I mean, the chance for rest was there just about every day.

24 Q. Got it. Got it. That was what -- I skipped over that one.
25 The morning of the accident, do you remember eating breakfast?

1 A. Yes.

2 Q. Okay. So you ate breakfast at the hotel?

3 A. Yep.

4 Q. Okay.

5 A. Like I said, I was -- we were scheduled to leave at like 9,
6 and I think I received a text from him at 8:50 saying, hey, I
7 thought we were meeting for breakfast at 8:30?

8 Q. Yeah.

9 A. And I walked around the corner, I was like, we were. I was
10 like, I'm just running behind; I was on the phone. Walked in,
11 grabbed something, threw gravy on it. I remember that. Shoved it
12 down, ate it, walked -- and we walked within 2 minutes probably.

13 Q. Yeah. Cool. Describe, you know, to the best of your
14 recollection, you are now -- the morning of the accident, it's
15 day 7. You have a flight planned from Oroville to Portland at --
16 in the -- you know, leading up to the takeoff, your departure, at
17 that time were you aware of how your day was going to go after
18 Portland --

19 A. Yes.

20 Q. -- and the following day?

21 A. It was changing.

22 Q. Okay.

23 A. They were moving us from Portland to somewhere else for
24 maintenance. The maintenance was originally supposed to be done
25 at Portland, and we received an email from maintenance control

1 asking us to make sure to pick up the part and take it with us.

2 Q. Got it. Was the maintenance supposed to be done to your --
3 this is just what you were made aware of -- was the maintenance
4 for November-91-Golf-Yankee?

5 A. 91-Golf-Yankee, yes.

6 Q. Okay. So you are going to land in Portland, make -- you were
7 basically told by maintenance make sure you pick up the part, and
8 then you were going to continue to another airport?

9 A. And I can't remember if it was -- it's a Santa, I think.

10 MR. COULTER: San Diego.

11 MR. LOMBARD: Oh.

12 MR. GERHARDT: San Diego? Okay.

13 MR. COULTER: Yeah.

14 MR. LOMBARD: I don't know why they put everything with S-A-N
15 out there. Santa Ana, Santa Barbara, San Diego.

16 MR. GERHARDT: Thank you. Yeah.

17 BY MR. GERHARDT:

18 Q. So it'd be correct to basically say you know you have your
19 trip planned to Portland, and then you understood that you had a
20 flight planned -- or the expectation was --

21 A. That they're going to -- yeah.

22 Q. -- that you're going to continue on to another airport,
23 potentially it's San Diego. We'll look into that. Is that
24 correct?

25 A. Correct.

1 Q. Got it. Do you think you -- is that where you -- that day is
2 going to stop?

3 A. Yes.

4 Q. Okay. So that last positioning flight -- well, I'm just
5 going to call it positioning flight -- that's the expectation, is
6 your day is going to end Portland to --

7 A. San Diego.

8 Q. -- San Diego in that positioning flight. Is that correct?

9 A. Yeah. Because the way I understood it from the email was
10 that maintenance -- well, the maintenance was due, the MEL was up.
11 It was due at midnight that day. So they ran us to San Diego to
12 complete the maintenance. And like I said, it -- something that
13 -- there was either an email or a phone exchange saying that --
14 like I said, I know I got an email saying make sure you remember
15 the part.

16 Q. Got it.

17 A. But --

18 Q. Got it. Now the next day is day 8 of the trip?

19 A. Yes.

20 Q. Is it -- just thinking back, was it your expectation that,
21 you know, you're going to go to San Diego, that's where you're
22 expecting to overnight, in San Diego?

23 A. Yes.

24 Q. And let's talk about the next day. Is it generally your
25 expectation that you're going to go straight back to your home

1 base in the morning?

2 A. No.

3 Q. You could be doing --

4 A. They could assign trips, they could, you know, extend you for
5 a day if needed. They could do anything in accordance with what,
6 you know, our FOM says. But -- so pretty much the next day I was
7 anticipating, I think there was one -- I want to say there was
8 three legs on the plane altogether. And the way I looked at it, I
9 was only planning on doing one --

10 Q. Got it.

11 A. -- before they would probably fly me out.

12 Q. Perfect. Okay. So you're expecting to go home at -- it'd be
13 generally that there's a possibility that you're going home to
14 your home base on day 8?

15 A. Day 8, yes.

16 Q. Okay. Got it. Okay. Are there any -- I have basically --
17 when you start this day 1 of the 8-day trip, you were on November-
18 91-Golf-Yankee.

19 A. Yes.

20 Q. Does that sound right?

21 A. Yeah. I didn't switch planes this rotation.

22 Q. Any sort of maintenance? You know, not necessarily equipment
23 furnishing issues, but any sort of MEL items, deferrable, not
24 deferrable, along the course of the trip? Is there any sort of
25 maintenance events that aren't recorded? We don't know --

1 A. No.

2 Q. -- but is there anything maintenance-wise with the airplane
3 that you can remember for that total 8 days?

4 A. No. Like I said, we wrote up a couple of light bulbs, they
5 fixed a couple, they MEL'd a couple. You know, that was all that
6 was happening.

7 Q. Got it.

8 A. Light bulbs. You know, typical stuff.

9 Q. Got it. So nothing, no sort of -- so overall maintenance-
10 wise there wasn't anything?

11 A. Nothing. No.

12 Q. Got it. Perfect. Can you describe -- so I do believe you
13 said that with Erik, the second in command, the -- you have flown
14 together on past trips?

15 A. The previous rotation we -- and I can't remember the number
16 of days, but maybe 2 days we flew together.

17 Q. Got it. So you've flown together 2 days. Were you guys
18 together -- so you were together this whole trip?

19 A. Yes.

20 Q. Can you describe, just in how you would characterize it --
21 this is a pilot -- the crew resource management between the two of
22 you? Is there anything that's good or bad that sticks out in your
23 mind between the CRM between the two?

24 A. No. We actually got along well. Like I said, he played the
25 PIC role for the first -- well, half, little over half of the

1 rotation.

2 Q. Yeah.

3 A. And then I had just taken over the day before.

4 Q. Got it.

5 A. And you could just tell that he was getting tired. We had --
6 every day it seemed like the next scheduled day was switching.

7 About the time you started planning things out and trying to do
8 weight and balances and stuff, things were switching. So I looked
9 at him, I said, hey, you want me to take over? And he said, sure.

10 And I said, okay.

11 Q. Got it.

12 A. So when I looked at the next few days, and that's when I saw
13 that we were taking the eight people, and we had them for three
14 legs.

15 Q. Got it. Got it. Is that something that, between you and the
16 other pilot's side of the trip, is that generally, in your
17 experience, is that how they captain and -- or the PIC/SIC
18 designation can be worked out between the two of you?

19 A. Well, when we're twin captains. We're both appropriately
20 rated on the plane.

21 Q. Right.

22 A. We can sit there, and we just send a request into flight
23 control, hey, do you mind swapping me over to being PIC? And if
24 there's no, you know, night currency or anything crazy, then
25 normally they'll just switch it.

1 Q. Perfect. Okay. Have you always been designated as PIC with
2 Delta Private Jets?

3 A. No. I came in as a first officer.

4 Q. Okay. You came in as a first officer. Again, I understand
5 that you guys do PIC type ratings. But you came in as a first
6 officer. Do you remember when you became -- received the captain
7 or the PIC designation?

8 A. No, I don't. I mean, it was --

9 Q. It wasn't in May? It wasn't with the Excel --

10 A. Yeah. It was roughly a year -- 10 months, a year from being
11 here.

12 Q. Okay. So after you got hired it was about a year?

13 A. October/November, somewhere in there, in 2015.

14 Q. In 2015. So you've been PIC captain designated since --
15 we'll look up the exact date, but about 2015?

16 A. '15, yeah.

17 Q. Got it. Okay. Do you normally fly -- in the Excel now --
18 can you characterize how often you fly with a full load of eight
19 passengers? Is that something that sticks out in your experience
20 or is it just --

21 A. I don't know.

22 Q. -- a run of the mill flight?

23 A. Our passenger loads vary a lot, but I know the average they
24 said, typically between the -- I think they said between two and
25 four normally. Yeah.

1 Q. Okay. So this would be a -- to have a full load of eight,
2 how would you characterize that as in normalcy?

3 A. I mean, obviously it's more rare, because like I said, our
4 normal load is typically two, four, even sometimes one, so -- but
5 when you hit eight, that's -- you're checking the numbers and
6 checking it twice.

7 And that's why I'm saying -- that's when I looked at Erik,
8 and you could tell he was tired -- or not, I wouldn't say tired.
9 He was just -- he wanted to relax for the night. So I said, hey,
10 do you want me to make captain? He said yeah. So I -- and I ran
11 the numbers, forward, backwards before I even accepted the trip.

12 Q. Got it. Perfect. Can you recall any other trip in the Excel
13 -- I think -- you know, I know you'd been flying it since about
14 April, May 2019 -- any other trip that you've done in the Excel
15 with a full load of eight passengers?

16 A. Yes.

17 Q. Okay.

18 A. I did have at least one other.

19 Q. Got it. So it's something that has happened?

20 A. Yes.

21 Q. But again, like you said, two to four is the --

22 A. Is typical.

23 Q. Perfect. Okay. Anything else to add if -- you know, with
24 looking back in the 72 hours, getting into the airport, staying in
25 the hotels, anything else we can summarize as notable? Anything

1 else?

2 A. No.

3 Q. So it'd be accurate to say that you -- you know, the
4 opportunity for rest was there --

5 A. Yeah.

6 Q. -- and there's nothing remarkable sleep-wise that sticks out
7 to you? Is that --

8 A. Correct.

9 Q. Okay. Got it. We can come back to that if we -- if you'd
10 like to. Okay. So getting into more the accident preflight. How
11 do you decide who performs the takeoff performance and weight and
12 balance planning? And we'll just now stick to kind of the
13 accident flight.

14 A. All right. The planning -- like I said, before I took over
15 from him, I saw the eight people coming. I was like, hmm, that's
16 a lot of people. So I ran the numbers, like I said, forward and
17 backward. I ran in standard weights in this plane.

18 Q. Okay.

19 A. And there was an issue with zero fuel weight. We were inside
20 the envelope, but we were just a few pounds heavy. And I mean,
21 when I say a few pounds, I'm not talking hundreds. I'm talking
22 less than 100.

23 Q. Yeah.

24 A. Like less than that. So the company policy is you use actual
25 weight. So I flipped it over to actual weights. What I used at

1 that time was just the numbers that were provided to us in FOS,
2 and I put the heavy people forward, I put the heavy people back, I
3 moved them around, and I saw that we were staying within the
4 envelope. And that's how I -- I said, and that was 2 days before
5 the accident.

6 Q. Okay.

7 A. Ran them forward and backward.

8 Q. Got it.

9 A. And I was like I know I ran up to 300 and -- 300 pounds
10 roughly in the back, and I went down to 150. I mean, I played
11 with the numbers every which way. Everything was working.

12 Q. Got it. What application were you using for basically
13 running those numbers? Can you remember what app?

14 A. Well, when you try standard numbers, it's iPreFlight.

15 Q. iPreFlight?

16 A. Yes.

17 Q. Okay.

18 A. Once it doesn't work in there, we've been told to go over to
19 ARINC.

20 Q. Got it. So for the -- now moving to whatever weight and
21 balance was done for the accident flight, because it sounds like
22 -- and again, you're looking at the numbers ahead of time, doing
23 the planning. For the actual flight to get, you know, to get your
24 TOLD card, weight and balance numbers, do you remember what you
25 used?

1 A. I do not.

2 Q. You don't remember? Okay.

3 A. Like I said, I'd calculated it 2 days ahead, and I don't
4 recall if I ran them that night. I don't believe I ran them that
5 morning at all. I don't think I had my iPad with me all morning.
6 So --

7 Q. Got it.

8 A. -- I don't recall when the numbers were actually ran.

9 Q. But you knew you had a trip with eight passengers --

10 A. Yeah.

11 Q. -- and you used iPreFlight to look at the conditions?

12 A. Initially, yes.

13 Q. Correct. Okay. So a couple of days prior, you -- I don't
14 want to say experimented, but you ran the numbers --

15 A. That's -- I mean, truly I -- I sat there and was like, if
16 they show up with 400 pounds of bags, will this work? Okay, no.
17 I said 300, that's standard weights, okay. Does that work? Yes.
18 And we have zero fuel weight. Okay. So then I -- like I said, I
19 went into actuals and did 400, okay, we're a little heavy. Okay,
20 300; 300 works. Is that sensible? Yep. I said, okay.

21 So then we went from 300 down 150 and was trying to CG. And
22 like I said, I threw everybody -- the heavier weighted people in
23 the front to see that envelope once again, and it still fit. I
24 was like, okay. So I added 20 pounds, or 40 pounds in the front
25 two people, and it still fit. And like I said, I played with it

1 that night, like I said, 2 days prior to this, and was like all
2 the way I'm playing with this it's working out.

3 Q. Got it. Okay. So you're using standard weights and
4 basically running different numbers --

5 A. Actual weights.

6 Q. Oh, actual weights. How do you get the actual weights? Is
7 there a system that you can reference for the passengers?

8 A. It's just listed in our FOS system.

9 Q. Okay. So the passengers are required to submit --

10 A. Correct.

11 Q. -- their weight? Got it. So you're using actual -- so okay,
12 I want to get that right. You're using iPreFlight --

13 A. Is using standard weights. So you run through there, and
14 like I said, when I ran through there, punched it all in, it was
15 showing it was inside the factory envelope. It was inside the
16 curtailment envelope, but it was just slightly above zero fuel
17 weight.

18 Q. Got it.

19 A. So that's when I was like, well, that trip won't work that
20 way via the numbers. So that's when I went to ARINC. I started
21 playing with numbers that way.

22 Q. Got it. Okay. So you do know -- so you know the passenger's
23 actual weights, of course, what they provide?

24 A. In FOS.

25 Q. In FOS. And you've run the numbers in iPreFlight, and it's

1 not -- there's -- it's above the zero fuel weight.

2 A. Zero fuel weight.

3 Q. So then you went to ARINC?

4 A. Correct.

5 Q. Can we describe how -- how did you use ARINC?

6 A. ARINC's a little more cumbersome to just run numbers. So you
7 have to put some type of a trip in there, and then to get the
8 weight to balance, and, you know, play with the fuel loads and
9 stuff. But --

10 Q. Yeah.

11 A. So you're going to go into the second page -- or actually
12 scroll down, check the boxes using the weight and balance, and
13 then, like I said, I just started playing with the passengers,
14 moving them around.

15 Q. Got it. So to get the takeoff and landing data, to get
16 something generated, how did you get -- presumably how did you get
17 the V speeds, Vr, V1?

18 A. All the performance data is taken care of by the co-pilot.

19 Q. Got it. Okay. Did you -- if you're running the numbers with
20 weight and balance, did you provide --

21 A. Normally I send them, but I can't find any proof without my
22 iPad. And I don't recall even sending him the numbers that I was
23 using.

24 Q. Got it. So it's possible -- so we don't know -- Erik would
25 have performed the takeoff and landing data, you know, get the V

1 speeds?

2 A. Um-hum.

3 Q. We're not sure -- you're not sure how he got the weight, the
4 takeoff weight?

5 A. We had a brief discussion once I boarded the plane, and I
6 can't remember it. Once again, paraphrasing stuff, but it was
7 something to the effect of, how are the bags? About 150. And I
8 think when I was loading them, I came up to 160. So, I mean, the
9 passenger bags really, for eight people, weren't heavy at all.
10 And he said, I got to takeoff weight of 18- -- 1900, 18.9,
11 somewhere in there.

12 Q. Got it.

13 A. And I was like, that's roughly the number I had.

14 Q. Okay.

15 A. I was like, nothing seems alarming.

16 Q. Got it.

17 A. And he said he had the speeds.

18 Q. Okay. So he's -- he -- there was a general discussion, and
19 he generated -- so to the best of your understanding, he generated
20 the takeoff and landing data?

21 A. Takeoff and landing, yes.

22 Q. Got it. Okay. I don't fully understand what the
23 curtailments are. Is that -- can you describe what the
24 curtailment is? The best that you understand them, can you
25 describe them? What do they mean to you as --

1 A. What they mean to me is that since we're using standard
2 weights, that that gives you more of a buffer around the factory
3 Cessna's envelope. So if somebody shows up and they're not what
4 -- our standard weight for them would be 189, if they show up and
5 they're actually 220 pounds and they're sitting forward, it gives
6 you the wiggle room needed to make sure that you're going to stay
7 within the factory envelope.

8 Q. Got it. Okay.

9 A. So when you run actual weights, you're not using a
10 curtailment.

11 Q. Got it. Okay. The density altitude, can you remember the
12 discussion? It looks like -- I just have a note. I know we
13 talked about density altitude before. Can you remember any sort
14 of discussion that you had or preflight information that you can
15 recall?

16 A. The discussion I had was when I sat down -- like I said at
17 some point in time we did the weight, V speeds, and he read me the
18 FA -- or the AWOS, or ASOS, whatever it is there. And he goes,
19 you know, went through the winds, went through that, went through
20 everything. And then he said, oh, and by the way, the -- it
21 wasn't like, oh by the way, but -- in his brief, there was
22 something about density altitude is this.

23 Q. Got it.

24 A. I was like, okay.

25 Q. Got it. Does that -- being on the West Coast, do you

1 remember about what you think it was? Do you think it was really
2 high?

3 A. No. I --

4 Q. Do you remember about --

5 A. -- don't recall the number. It wasn't like, oh, alarming,
6 hey, I need to -- you know, give me your iPad back and stuff like
7 that. It was just like, okay, there's reporting a density
8 altitude. It's 27 degrees that morning.

9 Q. Yeah.

10 A. It was like, okay.

11 Q. Do you remember about what the -- what you expected the field
12 elevation to be? You know, there's mountains nearby. Again, your
13 first long, full California trip, just thinking through what
14 you're mentally thinking, do you remember about what the field
15 elevation was?

16 A. 130 feet.

17 Q. Okay. Got it. Yeah, it's hard to -- I personally think --

18 A. Yes.

19 Q. -- it's hard to know out there.

20 A. Well, that's why I had to reference charts. I was like,
21 we're sitting -- I remember looking at it going, hey, we're in the
22 mountains finally. This is sweet. And I was like, what's the
23 field elevation?

24 And I remember when we set it, I was like -- and I double
25 checked going in. I'm like, this feels weird. So coming out, I

1 was like, well, I know there's mountains around, and I know
2 there's, you know, we're sitting practically at sea level.

3 Q. Yeah. Have you ever flown into this airport before?

4 A. No.

5 Q. Okay. That's the same -- I understood.

6 Coming back to the preflight, when you're leaving the
7 airplane for the overnight, when you're doing preflight in the
8 morning, is the parking brake set?

9 A. Yes.

10 Q. And --

11 A. But -- yes. Yeah. Because we had a brief discussion, I
12 believe, and I -- he said he was going to leave the parking brake
13 set, and I went and found a chock at the gas pump. And that's --
14 I chocked the tire.

15 Q. Got it. So Erik set the parking brake --

16 A. He just --

17 Q. -- the night before?

18 A. He just left it from when I shut down.

19 Q. Oh, got it. Got it.

20 A. Or when he shut down, I set the parking brake I should say.

21 Q. Got it. So you set the parking brake the night before, and
22 then for that preflight, it's common for that parking brake to be
23 set?

24 A. Set to check the pins and --

25 Q. Yeah. And so for -- the best we can think of for that

1 accident morning, the parking brake was set for the preflight?

2 A. Yeah.

3 Q. Got it. Okay.

4 A. Best as I know. I know it was set when I climbed aboard,
5 because I shoved the coffee pot on, glanced, and that's when I,
6 like I said, I did my walk around, kicked the chock. It's kind of
7 dumb to kick the chock unless you the check the brake, right?

8 Q. Yeah. The takeoff briefing, do you recall if you did a
9 takeoff briefing?

10 A. Very short, abbreviated. Standard company call, and it's
11 left seat takeoff, right -- or left seat takeoff, right seat
12 callouts. You know, if we have an emergency, we'll come back in
13 here if needed; if not, we continue along the route to a better
14 alternate. That's -- something of that nature.

15 Q. Do you remember discussing how much runway was required and
16 how much runway was available?

17 A. I believe Erik brought that up during his, when he -- after
18 he ran the numbers.

19 Q. Got it. Do you remember about how much going to be required?

20 A. It was close to 4 or at 4, or somewhere around 4 is in my
21 brain.

22 Q. Got it. Do you remember about how long the runway --

23 A. Six.

24 Q. About 6? Yeah. That's --

25 A. Yeah.

1 Q. -- the number I'm trying to (indiscernible). Got it. But
2 that was generally your expectation?

3 A. Yeah.

4 Q. 4,000 feet to take off, you had about 6,000?

5 A. Six, yep.

6 Q. Got it. Passenger briefing. Your passengers get there, they
7 -- do they just board on their -- do they just get in on their
8 own?

9 A. I don't -- like I said, I was inside with the coffee, so I
10 don't know how they truly boarded. Like I said, when I glanced
11 back out, Erik was loading the bags. I was waiting for like, two
12 cups of coffee to finish brewing, because I remember going, it's
13 six going to eight, come on.

14 Q. Yeah.

15 A. You know? And I dumped it out of the pot when I was done,
16 made a mess, cleaned it up, went out to the plane.

17 Q. Yeah. You -- I believe you mentioned that you -- so they're
18 in the plane now, and you gave them a passenger briefing. Can you
19 remember what --

20 A. It was an abbreviated one because we had just flown them
21 before.

22 Q. Got it.

23 A. So --

24 Q. Do you remember any details?

25 A. It would have been something more along the lines of, same

1 briefing as yesterday. You know, it's -- we've got about an hour-
2 long flight over to Portland. Can I get you guys anything?
3 Something along those natures.

4 Q. Got it. Were they seated, getting in their seats?

5 A. No, they were all seated.

6 Q. They were all seated. Did they ask you any questions?

7 A. No. Well, I don't recall anything specific. But --

8 Q. Got it.

9 A. -- like I said, beyond the "What's that guy pulling out of
10 the wing of the other plane?"

11 Q. Got it. Okay. So we're going to move forward to the you're
12 walking away from the airplane, there's a grass fire. Who did you
13 -- so now you're -- let's just say you're at a safe distance. I
14 believe you walked to the terminal; is that correct?

15 A. Roughly, yeah. The -- there's a hangar attached to it, and
16 we were all standing outside the hangar.

17 Q. Got it. Can we give a quick rundown of who did you call
18 first, second --

19 A. Yeah, 911 was first.

20 Q. 911.

21 A. Company was second.

22 Q. Company was second? Did anyone ask you for a statement out
23 there?

24 A. Not an official statement. I think that one of the -- it
25 wasn't a lieutenant. It was somebody lower than a lieutenant, a

1 police officer came over and said, what happened? Then he took
2 down my name, my information.

3 Q. Got it. Okay. Now the best that you can remember, you're at
4 a safe -- you know, you're at the terminal with the passengers.
5 Did you keep watching the airplane for the entire time until you
6 remember a firetruck showing up?

7 A. Yeah. Because the -- as we were walking away from -- we were
8 still walking up, the passengers were all gathered at the front of
9 some hangar that was there. And as we were walking up to them, if
10 I remember correctly, that's about the time the first emergency
11 response was rolling through the gate and up to it. And I was
12 like, okay, something -- great, they'll put it out before it hits
13 the plane and gets real bad. If my memory serves, because I think
14 the -- they showed up, and the fire was just now on the plane.

15 Q. Got it. Do you remember about how long that was? No? Okay.
16 So --

17 A. My memory would have said, you know, just a few -- maybe a
18 minute or two. But that's --

19 Q. Yeah.

20 A. -- doesn't seem like it's right.

21 Q. But when you're watching the airplane, the firetruck's there,
22 are they -- do you remember what they're doing?

23 A. They weren't spraying water yet. I remember that. The --
24 you would have thought that they pulled up and then said, you know
25 what, this is not what this truck is meant for and not what we're

1 equipped for or something. And it seemed like they were -- backed
2 away. But that's just from, you know, you're standing there
3 watching something you want saved and you're like, do something,
4 you know.

5 Q. Yeah. So eventually you're seeing the trucks, and they're
6 not spraying. Eventually do you see that whole process play out
7 of how they get --

8 A. Well, they obviously started spraying water, and then the
9 plane, by then the fuselage was burning if I remember correctly.
10 And that's when they started spraying it down. I was like, well,
11 okay, that's just paint burning or something. And then it just
12 didn't slow down.

13 Q. Got it. Got it. Okay. Anything else about -- that you can
14 recall from that fire emergency response that sticks out to you
15 other than, you know, just basically waving -- or, you know,
16 firetrucks are coming, more trucks are coming? Anything else that
17 is notable from your perspective of watching that?

18 A. Not as far as the firetrucks, no. I remember as soon as the
19 ambulance rolled through, they came up and said, where are the
20 passengers? And they're all standing around, and they're like,
21 oh, where are the pilots? And I was like, I'm one, and Erik's the
22 other. And they just -- you could tell everybody seemed kind of
23 shocked that we were just out walking around, and talking, and
24 just --

25 Q. Yeah.

1 A. -- beyond some singed hairs on my arm, there was nothing
2 broken, beaten, bleeding, you know, burnt.

3 Q. Did any of the passengers say anything to you while you were
4 standing there?

5 A. Not really. I asked them -- I double checked on them, made
6 sure that they were okay. And they all said yes. And in all
7 honesty, the next time they really turned to say anything was, can
8 we leave? They had an SUV sitting there, and I think the
9 firetrucks just rolled through. They were ready to hoof it out
10 and move on with their day.

11 Q. Got it. Okay. You're in the cockpit, the airplane stopped
12 in the grass -- or in the, you know, terrain, whatever you want to
13 call it out there. Do you remember using the emergency checklist?
14 Did you just do everything by memory? Can you walk me through
15 your emergency post airplane stop?

16 A. Airplane's stopped, I shut down the engine. I remember
17 turning left, and the dust more or less was -- had passed.

18 Q. Okay.

19 A. I saw the wing on the ground, and I turned back around
20 because I already shut off the engine. I told him to evacuate.

21 Q. Got it.

22 A. From then until he yelled back in the plane, I don't know
23 what I did.

24 Q. Yeah.

25 A. I've got tidbits of, hey, at some point I turned off the APU.

1 Hey, at some point I did press these buttons. Hey -- but I
2 couldn't tell you anything as far as order or anything.

3 The next thing I recalled is -- truly is getting out of the
4 plane, and I went to the battery, and I was like, I don't want to
5 have anything sparking and causing a bigger fire. Because at this
6 point I was still thinking, oh, it's just a little brush; we'll
7 just tap it out.

8 Q. Right.

9 A. I disconnected that, and I remember going, key. I attached
10 to that, and I didn't pull it out of the door. So when I went to
11 walk away, I stayed attached. And I went back and pulled it, and
12 then I ran back with him and tried to stomp out the fire.

13 And I've only ever seen one video really of the incident, and
14 that was about that time. I had rounded the wing and I looked at
15 Erik, and was like -- I don't think I said anything. He said it
16 was my gestures or something that said get out of here.

17 Q. Is that battery in the nose compartment?

18 A. No. It's in the tail.

19 Q. It's in the tail? Okay.

20 A. Underneath the left engine -- well, rearward of the left
21 wing.

22 Q. Yeah. Got it. Okay. In the tail. So we're going down --
23 you're on the runway now, going down Runway 2. Let's walk through
24 the takeoff. So how can -- the best of your recollection, walk me
25 through what Erik is doing, what you're seeing. You know, you can

1 see the -- we have maps here. You apply takeoff power, the
2 airplane -- we're -- you're on the runway.

3 A. On the runway, like I said, I'm not one to hotdog. So I call
4 off the checklist, we're in the checklist. Takeoff power is set,
5 and like I said, we would have said everything right to the --
6 well, I shouldn't say verbatim, but it would have been to the
7 checklist.

8 And something was made a mention of, sluggish, slow. I said
9 something about it, said airspeed increasing or something of that
10 effect, and in my mind, I was like, yeah, density altitude, it's
11 just hot out here. And then when I was centered, now we're
12 looking up thinking, tons of runway, 4,000 feet takeoff, yeah.

13 Finally he goes, oh yeah, airspeed alive. And if I remember
14 the right order, then, you know, V1, Vr was called. Vr was
15 called, I pulled that thing back to where you normally do, then a
16 little bit further. And like I said, you get a little bit of
17 resistance normally, and then he pulled it a little bit further,
18 and it normally separates, and away you start flying.

19 I pulled it back, and I don't recall resistance at all. And
20 the plane didn't do anything. So that's when I pulled back
21 harder, had it in my chest. I remember, I glanced down, looked at
22 airspeed, looked at takeoff power, and it didn't do anything yet.

23 Q. Yeah.

24 A. That's when I'm like, it's clear back in my chest, and I just
25 remember there was a spread above, and I can't even tell you, but

1 I can remember the green marks were above me. And it just didn't
2 do anything.

3 Q. Yeah. And take your time with this. This is not, you know,
4 we're not running through Sunday morning football. You know, this
5 is tough stuff to talk about. When you're -- when -- to the best
6 of your knowledge, did Erik call for the abort first?

7 A. I do not recall, no.

8 Q. But someone -- the abort decision was made?

9 A. The abort decision was made obviously. I -- whether he
10 called it, or I heard it in my head, or it's like --

11 Q. If we characterize, again, the deceleration, can you remember
12 once you're committed to aborting, can you remember any sort of
13 landmarks or runway marks of when the decision was made to
14 abort --

15 A. Like I --

16 Q. -- to the best of your knowledge?

17 A. The best of my knowledge, I remember -- like I said, the
18 aiming blocks I think were still ahead of me. I can remember
19 seeing those when we're coming to the end of the runway. This
20 thing hasn't done anything. So I was aborting somewhere in there.

21 Q. Got it.

22 A. The deceleration, I'm -- well, of course, you're wanting
23 something to happen before the end of the runway, and it wasn't
24 slowing fast enough obviously.

25 Q. So does it feel -- your -- both your feet are on the brakes,

1 thrust reversers were applied, and the -- how does the
2 deceleration feel?

3 A. Like I said, I don't recall feeling it. I just remember
4 mashing and pulling. And I was like -- and I just felt like we
5 just kept right on going.

6 Q. Got it. When -- throughout the takeoff roll, are there any
7 other warnings, or chimes, or noises that you can recall?

8 A. No.

9 Q. So if I have it right, when the takeoff acceleration starts,
10 maybe there's a comment, seems slow or slow, and your mind goes to
11 density altitude. Is there anything else about the runway, and
12 it's bumpy, or smooth, or anything with the roll that you can
13 remember?

14 A. No. Everything seemed normal. It was just -- like I said,
15 the -- you didn't hear the liquor glasses or anything like that
16 chime, because when you shove it to takeoff power, and obviously
17 it's lighter, you hear stuff like that. Well, we didn't hear
18 that. It was just a slower acceleration.

19 Q. Any issues with directional control? Do you remember it, you
20 know, any sort of large rudder application required?

21 A. Not that I recall, no.

22 Q. Nothing? Okay.

23 A. The largest place I ever put it in rudder controls, after
24 hitting the ditch and sliding, I remember seeing -- I felt like
25 the tail was coming around, and I just remember mashing the rudder

1 at that point, or trying to.

2 Q. Got it. The -- so when you're doing the before takeoff
3 checklist, and I have the before takeoff flow.

4 A. Yeah.

5 Q. Is there anything that you're -- so now you're taking the
6 runway. Can you walk me through the big items of what you're
7 considering in the before takeoff? You're -- now we're coming
8 from the hold short line to the runway, lining up.

9 A. Yeah.

10 Q. Anything -- we've got the standard checklist items. Can you
11 walk me through what you're considering from traffic, radio
12 calls --

13 A. I'm looking for traffic, he's making the radio calls. So
14 yeah, I'm looking around for that, didn't see anything. And then
15 the next thing was make sure I'm following the clearance out of
16 there. I mean everything else was -- I hate to say it, but
17 normally automatic. But --

18 Q. Yeah. Those items there --

19 A. Yes.

20 Q. -- do you remember -- did you -- like can you just walk me
21 through the switches, levers, everything that you have to do from
22 the hold short line to runway? Can you walk me through all of the
23 levers, and switches, and what -- that's required by the
24 checklist?

25 A. As far as my flow goes, it's just one. You've got the

1 ignitions.

2 Q. Got it.

3 A. Everything else, the co-pilot's going to click as it's coming
4 up, and we're (indiscernible) from the back --

5 Q. Got it.

6 A. -- flipping, you know, landing lights on, and --

7 Q. Where is the ignition switches? Do you --

8 A. The left.

9 Q. On the left side? Okay. So you've got the ignition
10 switches --

11 A. Yeah.

12 Q. -- and then eyes out -- eyes on the side? Is that --

13 A. Yes.

14 Q. Got it. Anything else with, you're lined up kind of in that
15 in between point. Holding short, you're lined up with the runway,
16 is there anything else in that very specific segment? Like a no
17 takeoff warning? I'm not exactly sure what the conditions are for
18 this airplane, but any sort of --

19 A. There was no alarms. I do recall when I pushed the throttle
20 up, I was like, what? And he -- Erik double-clicked the autopilot
21 because at some time the autopilot got engaged. And I said, reset
22 trims. Trims are all set. Something to that effect.

23 Q. Okay.

24 A. I mean, it was like, everything turned stiff like it was
25 engaged. So we just disconnected and reset everything.

1 Q. Got it. So that was --

2 A. Holding --

3 Q. -- holding short?

4 A. Holding short.

5 Q. Not -- was it on the runway? Or holding short?

6 A. Well, --

7 Q. The best that you can remember.

8 A. The best I can remember it was just right when I was ready to

9 take the runway, taxi on. So I was holding short still.

10 Q. Got it. Okay. We'll get -- okay. So there was no -- and

11 we're not asking this because we think this was, you know, but no

12 takeoff -- there was no no takeoff warning?

13 A. No alarms, no nothing.

14 Q. I don't even -- I wish I had that -- is there -- do you know

15 what you get the -- this is not a check ride question, but do you

16 know generally what will make that go off?

17 A. Flaps on in the position.

18 Q. Okay. I'm going to -- flaps --

19 A. Or the rest of them --

20 Q. I'm trying to think. Is it an audio? Is it a -- or does it

21 -- is a light, do you know?

22 A. There's a -- on the light on the annunciator, it says, no

23 takeoff.

24 Q. Do you know if there's a warning bell?

25 A. I don't recall. I believe there's an audio too.

1 Q. Yeah, I don't know either. So you will definitely get it for
2 flaps?

3 A. Yes. Because it's telling you that the stab and the flaps --
4 because you have to have the flaps move to seven or 15.

5 Q. Got it. For seven or 15. And then the stab, the trim?

6 A. And if -- well, it follows the flaps. So, if you will, it's
7 all hooked up to the same handle.

8 Q. Got it. Can we go over the autopilot? So the autopilot
9 comes on. Does something -- how does that happen? I'm confused.
10 So we're holding short --

11 A. Yeah. He dropped like the iPad or something. And it just
12 had to have hit the button perfectly --

13 Q. Oh.

14 A. -- and turned it on.

15 Q. Got it. Okay.

16 A. I was like, huh. Or he said huh, and double clicked. And I
17 was like, huh. Reset trims. Trims are all still good. Nothing
18 else changed. So --

19 Q. Got it. What are you looking at to verify the trim set?

20 A. The control settings. The --

21 Q. Okay. Got it. So did they move?

22 A. No.

23 Q. And -- they didn't move, you just double-checked them?

24 A. Double-checked them.

25 Q. Got it. Okay. I wanted to get that right. Interesting. So

1 that happens, are you powering up at that point in the autopilot?

2 Can we talk about now the hold short for Runway 2?

3 A. Well, that happened -- like I said, that happened on hold
4 short. It wasn't like I was taking the runway, and all of this is
5 happening. This was holding short, and when I went to power up,
6 the yoke was rolled a little.

7 Q. Okay.

8 A. I was like, what? And I said something to that effect. And
9 he -- I just remember him going, huh. Click, click. I was like,
10 well, reset everything. Make sure to reset trims, or double-check
11 trims. Somewhere trims for some reason, I wanted to make sure the
12 trims were reset. And nothing had moved. So --

13 Q. Got it. Okay. So it was very close -- the timing of that is
14 very close to when you're --

15 A. Taking the runway.

16 Q. -- powering up to take the runway?

17 A. Yes.

18 Q. The autopilot -- you noticed -- it's not --

19 A. I noticed --

20 Q. -- that it came on at that point.

21 A. That I noticed at that point.

22 Q. You noticed everything. Okay. Got it. Okay. Interesting.
23 The rudder bias check?

24 A. Yes.

25 Q. When you get up to the runway, is that where you did it

1 holding short?

2 A. If I recall, yes, I went out, did the rudder bias check.
3 It's like I said, I -- if I look around and see people anywhere
4 around the plane, I just won't do it there. Because it's noisy.
5 And there was a King Air to the right and a mechanic to our left.
6 And I was like, we'll just taxi out, and I'll do it holding short
7 because I knew he was getting the clearance. So I remember
8 thinking that, so that's what I'm sure I did out there holding
9 short.

10 Q. Got it. Anything abnormal that you can recall at the rudder
11 bias check?

12 A. No. I mean --

13 Q. Got it. I'm just checking just because we're not -- the --
14 so when you're doing that, walk me through how -- so I generally
15 understand what the rudder bias check is. But are you setting the
16 parking brake, or holding the toe brakes? How do you --

17 A. A little of both. But the parking brake would have been set.

18 Q. Okay.

19 A. I set -- I typically set because it was a hold for release
20 clearance. I mean, I knew he was on the phone, so I just set the
21 parking brake, had my toes still on it, and checked the rudder
22 bias.

23 Q. Got it. Okay. Walk me through -- yeah, I didn't fully
24 understand the rudder bias before. Someone needed to explain that
25 to me.

1 A. What is that --
2 Q. What?
3 A. -- for?
4 Q. Yeah. The -- so the parking brake, how do you set the
5 parking brake?
6 A. Push -- as you're holding the toe pressure, just pull the
7 brake out.
8 Q. And it's that one?
9 A. Yeah. It should be that one.
10 Q. So it's -- kind of where is it?
11 A. Lower left --
12 Q. Low -- okay.
13 A. -- panel.
14 Q. So when you go to set the parking brake, it's -- walk me
15 through how you do that.
16 A. Like I said, you just hold your feet on the brakes, and then
17 pull the handle back. And that's it. Then you release, and it's
18 -- brake's set.
19 Q. Is that what was done here?
20 A. Yes.
21 Q. And then did you release the -- did you take your feet off
22 the toe brakes?
23 A. Yes. Well, like I said, I was doing the rudder bias check
24 probably. So any time I'm doing a rudder bias check, I've got my
25 feet still on the pedals to feel the pedal movement. So my feet

1 didn't come off of all of the pedals until, you know, probably
2 holding, or sitting -- I assume they came off. But I --

3 Q. Yeah.

4 A. Like I said, I'm sitting there waiting for him to get the
5 clearance out.

6 Q. Got it. Do you know about what in one you go up to to do
7 that check? Just for -- I don't know what --

8 A. Well, I think it's required to do anything 70 percent is the
9 line that they tell you.

10 Q. Got it. So 70 percent, the airplane -- and the airplane's --
11 do you know about how close you are to the hold short line? Were
12 you the first plane out there?

13 A. Yes. There was nobody in front of us, nobody around us.

14 Q. So just a normal distance?

15 A. Probably 30 feet back.

16 Q. Okay.

17 A. From -- kind of from the nose obviously. Not --

18 Q. Yeah.

19 A. -- the --

20 Q. Yeah. Did the airplane move at all when you're doing rudder
21 bias check? So basically getting at, was the parking brake
22 working now that you've set it?

23 A. It might have crawled a little bit, but I don't recall.

24 Q. Got it. Is there anything -- is it routine to use, you know,
25 is it routine for you to do the rudder bias check at that -- is

1 that where you normally end up doing it, holding short?

2 A. If there's no -- not an audience around you, you do it right
3 when you're -- right after fire up.

4 Q. Okay.

5 A. Because it's typically going to be a before taxi type of
6 item.

7 Q. Got it.

8 A. Like I said, it's -- I think it says you can move to another
9 section on the ramp or something, but really, it's like -- like I
10 was saying, I do the -- that check -- if there's nobody around,
11 I'll do it sitting right there.

12 Q. Okay.

13 A. Right after start.

14 Q. So it's common -- sometimes you do it holding short,
15 sometimes you do it on the ramp?

16 A. Yes.

17 Q. And in this case, you also had the issue of clearance?

18 A. Yes.

19 Q. So if you can remember the best you can of how long you were
20 holding short, stopped with the parking brake on?

21 A. Maybe a minute or two.

22 Q. A couple of minutes?

23 A. It didn't seem terribly long.

24 Q. Got it.

25 A. Like I said, he got the -- it was something like he got the

1 clearance, then they added the fix maybe. And then they came
2 back, and right when they went to release us, they changed the
3 fix, and changed the departure for us.

4 Q. Okay.

5 A. Like, just remove the fix --

6 Q. I remember that.

7 A. -- they had just added something.

8 Q. I remember that.

9 A. Because I remember as I'm hearing it, I was like, huh. Done.
10 And the departure frequency was loaded.

11 Q. Got it. So you made the update to the fix in the FMS?

12 A. I believe I made the change to the -- yes.

13 Q. And you can kind of hear on the speakerphone generally? Or
14 that --

15 A. No. It was his read-back.

16 Q. Oh, got it. Got it. Read-back. So you heard his read-back,
17 made the update in the FMS. Did Erik update the frequency?

18 A. I don't recall who updated.

19 Q. That's fine. About how quickly after that -- we have the
20 rudder bias check, and we have the FMS updating. Do you remember
21 what happened -- was it the rudder bias check and then the FMS?

22 A. Yes.

23 Q. So rudder --

24 A. The rudder bias check was completed, like I said, right when
25 I pulled up and stopped. It was -- I completed the rudder bias

1 check.

2 Q. Got it.

3 A. So the parking brake was on probably, and rudder bias check
4 done. I turned to Erik, and he was, like I said, about that time
5 getting the departure, the clearance and all of that -- or getting
6 the clearance, but then -- so I think that's when I heard, okay.

7 And it was just the way he read it back was very clear.

8 Like, hey, this fix is out, changing this frequency to this
9 frequency. And then, okay. And I think I said something like, is
10 this what I heard? Is this correct? And he confirmed the
11 changes, and then we took -- called for the before takeoff
12 checklist.

13 Q. Got it. And you guys were -- you were ready to -- you're --
14 you've got your clearance flight time, you're --

15 A. Yep.

16 Q. -- ready to go. When did -- do you remember turning off the
17 parking brake?

18 A. I do not.

19 Q. You don't remember? When you took the runway, it's set for
20 the rudder bias check, the location of it, and the flow -- the
21 before takeoff, do you -- any recollection, turning off the
22 parking brake?

23 A. I do not.

24 Q. No? Okay. Do you believe that the parking brake was on --
25 engaged for the takeoff?

1 A. I do not, but I don't know.

2 Q. You don't recall?

3 A. I really don't know.

4 Q. Got it. That's -- and that's, you know, some of these

5 questions are direct, but the parking -- so if we get this

6 correct, the parking brake was set for all of those activities,

7 and when you're doing the before takeoff checklist, explain to me

8 the parking brake and when you're taking the runway. You can run

9 through that in your own words?

10 A. What do you -- you want to repeat that again?

11 Q. Can you -- so you have the before -- the parking brake's set,

12 you have the before takeoff --

13 A. Like I said, I don't truthfully like, 100 percent say yeah, I

14 set the parking brake. That's what -- I know I was going out

15 there to do the rudder bias check. And like I said, when I'm

16 doing the rudder bias check, and especially when I heard hold for

17 release, I believe I set the parking brake there. That's what I

18 recall doing. But --

19 Q. And then moving forward, when you go to stow it, do you

20 recall doing that?

21 A. No. I -- no. Like I said, I don't 100 percent remember

22 setting it. So --

23 Q. Got it. Is it possible that -- is it something that you

24 would -- so it's normal for you to set the brake at holding short?

25 A. Yeah.

1 Q. How do you normally remember to stow it?

2 A. Well, normally I -- it's typically -- like I said, announced.
3 You know, parking brake on, parking brake off, all that fun stuff.
4 But the -- but I don't -- if I would have set it then, I wouldn't
5 have probably verbalized it because he's on the phone.

6 Q. Got it. Okay. So there wasn't a parking brake on --

7 A. I don't --

8 Q. -- callout that you can remember?

9 A. I -- correct.

10 Q. Got it. So -- and then there wasn't a parking brake off --
11 or stowing --

12 A. I --

13 Q. -- call?

14 A. Yeah. I --

15 Q. Got it. Now again, the timing of when the autopilot kicks
16 on, and you reference the trim, which is -- is it correct, it's in
17 the center console --

18 A. Yeah.

19 Q. -- the trim setting?

20 A. You've got the elevator wheel, so it's one up here and then
21 two back between us kind of low on the pedestal.

22 Q. Got it. The -- and that happened -- you noticed that it was
23 on, the autopilot, when you powered up to take the runway, is that
24 about right?

25 A. I noticed the -- yes. I reached up and grabbed the yoke, and

1 I just remember the yoke was not just stiff, it was like, fixed,
2 like it was doing something --

3 Q. Okay.

4 A. -- or trying to do something.

5 Q. Got it. Is there -- is that normally -- is that something
6 that was abnormal for -- is that correct?

7 A. Yes.

8 Q. Got it. Any sort of operational -- this is just big picture,
9 any sort of operational pressures that you felt at takeoff?
10 Timeline, you know, late? I don't know what time you guys were
11 expected to go, but any sort of pressures that you can remember of
12 it's time to go? And of course, not including -- but any -- yeah.
13 Any sort of operational pressures --

14 A. No.

15 Q. -- to go?

16 A. When -- no. I mean, the timeline, I can't be quoted on this
17 now, but I thought it was like 11:15 departure, and I just
18 remember giving the clearance and then the void time. And I said,
19 you ready to go, passengers were there, it's time to go.

20 Q. Got it. Anything during the taxi out? You're -- was it a
21 generally continuous rolling taxi from the ramp to the runway that
22 you can --

23 A. The only place slowed down at was --

24 Q. You guys may have been like --

25 A. I came across here, turned, and instead of making the harder

1 right turn, I just made the shallow left here, came up the ramp,
2 and then jogged back to the taxiway.

3 Q. Got it.

4 A. That's the only abnormality that -- as far as the taxi out.

5 Q. Got it. Anything -- any issues with directional control?

6 You know, was the airplane rolling fine? Was it, you know, any
7 sort of rudder --

8 A. Definitely it was rolling fine through here, and it was just
9 through the -- yeah, it was just -- I was rolling fine.

10 Q. Got it. Anything unusual about power required while taxiing?

11 A. Not that I recall, no.

12 Q. The engine start, any sort of unusual engine start in the
13 ramp area, that phase? Is there anything unusual about when you
14 bring the airplane on?

15 A. It's funny you bring that up now. The engine -- the left
16 engine, it did seem longer to start, but it wasn't out of norms,
17 if you will.

18 Q. Got it.

19 A. So the right one fired up, the left one was just -- it
20 wouldn't quite be considered a hang. It just was a slower
21 starting engine.

22 Q. Got it. Is this where you would have done a flight control
23 check?

24 A. Yeah.

25 Q. Can you describe how you do the flight control check?

1 A. I normally just, you know, kick the rudders and check the
2 ailerons, and -- when you pull back. It's just a typical --

3 Q. When you went to the full --

4 A. I don't know if I went full.

5 Q. Got it. Is it normal for you to go to the full stops?

6 A. Yeah. Normally I would. I don't know how else to say that,
7 in my preflight check, I typically check them. Because it's in
8 there too.

9 Q. Got it. Okay.

10 A. So it's like by the time we get the engines running, nobody's
11 touched the plane except me. I'm not as concerned at that point
12 to redo a flight control check. So it's not extensive, if you
13 will.

14 Q. Got it. Can you -- is there any sort of -- going big picture
15 now, is there anything that sticks out in your mind today of your
16 training with Delta Private Jets, your simulator training, I
17 believe it was CAE, is there anything right now that's sticking
18 out to you that you don't feel you were prepared for?

19 You, you know, any sort of training items that going through
20 what you went through, is there anything that sticks out in line
21 with the training that you've been through with Delta Private Jets
22 and CAE?

23 A. No. I would say the dust, the smoke, not anticipating that,
24 not anticipating the fire, not anticipating the seeing the wing
25 actually on the ground, things like that. I mean, typically when

1 you practice, okay, evacuate. You know, you practice in the sim,
2 what are you? You landed, and they do it as a shutdown procedure
3 thing. Like, good job, you're out.

4 Q. Yeah.

5 A. It's not, you know -- the, you know what I mean, it's -- the
6 reality isn't part of the training.

7 Q. Got it. Do you recall ever getting -- have you, to the best
8 of your knowledge, flying the Excel, have you ever gotten a no
9 takeoff warning? A real no takeoff warning?

10 A. No.

11 Q. Do you know if the parking brake is part of that warning?

12 A. It is not part of these. I had to look it up.

13 Q. Got it. So before -- and so it's something you've looked up,
14 but the -- you know, the best of what you can remember, heading
15 into the accident day, would you expect that that would be part --
16 you know, what was your knowledge of the no takeoff warning and
17 the parking brake?

18 A. I believe the no -- I did not believe the parking brake was
19 attached to that before. And then I actually was looking over all
20 of that stuff, and I came across there where it said like European
21 models or something do have it attached, but this one does not.

22 Q. Got it. So overall, your expectation was that the parking
23 brake was not -- it's not part of that --

24 A. Correct.

25 Q. -- no takeoff warning? Got it. Any sort of recommendations

1 for us evacuation-wise, operational-wise, or anything that you can
2 think of? We always ask everyone that. You know, what are your
3 recommendations to prevent this accident from happening in the
4 future?

5 A. Oh.

6 Q. I always ask. Nothing?

7 A. If you can tell me what the accident was caused by, then I
8 could you tell you recommendations for it. But --

9 Q. Got it. Yeah. And that's our job.

10 A. I don't --

11 Q. We always ask. It's kind of strange. But any other items
12 that you want to add? We've been going at this for an hour and
13 something. So anything else?

14 A. No. I mean --

15 Q. Pretty --

16 A. Like I said, I remember tidbits more at the beginning, and I
17 -- the end now is even fuzzier. So --

18 Q. Yeah.

19 A. -- I don't know.

20 Q. What -- so overall big findings. We still have more engine
21 work to do. The air frame is retained for future examination. On
22 the runway, we did find -- I'm going to keep this very factual and
23 be clear that we're not drawing any conclusions. Because that's
24 absolutely not what we do at this phase in the investigation.

25 On the runway, there are tire transfer marks from basically

1 here at the beginning of Runway 2 that are continuous to the
2 accident site. So that was one finding where it was a finding
3 from looking at the runway and trying to figure out the parking
4 brake, the system, it's operational, and it's use.

5 So just to be transparent, that's one finding. Of course we
6 have, you know, got more work to do with the airframe, engine.
7 That was something where we are. So anything else?

8 A. No. I mean after all of this reexamining, like I said, I
9 played it out in my head thousands of times, and that's the one
10 thing I came up with.

11 Q. That -- is there anything that would -- the pressure at which
12 the parking brake was set, can you explain the -- to your
13 understanding of when the parking brake is set, of -- how does it
14 work to your knowledge? Is it an on or off sort of thing? Or
15 what do you believe that it does?

16 A. Well, that was my understanding, yeah. You pull the lever
17 out, and it's on.

18 Q. Got it.

19 A. Push it in, it's off.

20 Q. How about the variable pressure? And when you're applying
21 toe brakes, how do you do that with the toe brakes? Is it a heavy
22 application? Or how do you --

23 A. Apply the toe brakes, stop the airplane, then I give it just
24 a little bit more and pull the brake.

25 Q. Got it. So you apply -- can you describe how much force

1 you're giving on the toe brakes?

2 A. I don't know how to describe it, you know?

3 Q. It's hard to describe. Is it, you know -- are you standing
4 on them?

5 A. No.

6 Q. Or is it just a tap?

7 A. It's --

8 Q. Somewhere --

9 A. -- not a tap. I mean, you're pressing on the brakes, but
10 you're not standing on them.

11 Q. Got it. Okay. With this airplane, did you ever have any
12 issues when you would stow the brake? Particularly during the
13 taxi out, because the brake was set for the overnight preflight,
14 was there any issue stowing to the best of your recollection?

15 A. From the taxi?

16 Q. Yeah.

17 A. I don't recall anything.

18 MR. GERHARDT: Yeah. Okay. That's good. And we are --
19 obviously that's -- it's, you know, a focus item, but we're not --
20 we don't draw conclusions at this stage to be very clear. So
21 anything else for me?

22 MR. COULTER: I mean, I -- the only ones I really kind of
23 just looked at around this was just really focusing on that
24 acceleration point with bringing up the tire stuff. Let's see. I
25 think we kind of covered that one. Did we make any callouts in

1 anticipation of the speed or the timing of the speed? You know,
2 you guys had said it was felt the slow --

3 MR. LOMBARD: Some --

4 MR. COULTER: -- you know --

5 MR. GERHARDT: Yeah.

6 MR. LOMBARD: -- terminology was used, yes.

7 MR. COULTER: Yeah sure. I would guess you guys would have
8 said something like that. I mean, about the 80 knots callouts,
9 you guys were making callouts all the way through the 80 knot
10 callout.

11 BY MR. COULTER:

12 Q. Was there any point up there where it was like, hmm?

13 A. You know, that's --

14 Q. Did it ever cross your mind? I mean --

15 A. I --

16 Q. -- anywhere during that that maybe we ought to --

17 A. I thought I said, are we accelerating or something. Or he
18 said it, or I --

19 Q. Sure.

20 A. -- just thought it. But, you know, we were still
21 accelerating.

22 Q. Well, it's hard. It's a hard position in the left-hand seat,
23 and I -- like I was drawing more with Erik -- or with Adam on
24 that, was the other person taking off would probably be noticing
25 it from what I would think, and I would know. You know, when the

1 other person's taking off, you're not anticipating how quick they
2 bring those levers up, and how much you get pushed back in the
3 seat. Because it's not -- you're not doing it. So you --

4 A. Yeah.

5 Q. -- kind of anticipate when you're doing it, so it's a harder
6 thing probably to pick up on. But what's --

7 A. Yeah.

8 Q. Because you're at a point when your comfort level up, like
9 continuing that prior to your saying -- like you said, you're --
10 you saw the blocks there. The other touchdown's on blocks.

11 A. The only thing I kept thinking was V1, we're going --

12 Q. Yeah.

13 A. V1 we're going, and I pull it back, and nothing happened.
14 That's when I was --

15 Q. Yeah.

16 A. -- mashed it, pulled it.

17 MR. GERHARDT: Yeah. And that's -- I think that's a good --
18 so overall, the decision to abort the takeoff, the -- can you just
19 walk us through the things that allowed you to continue the
20 takeoff role? What were some of the items that --

21 MR. LOMBARD: Airspeed was still increasing, it wasn't
22 abnormal. I mean it -- granted it was slow, but like I said, I
23 was like, hey, we're heavy, it's high density. I wasn't expecting
24 to be a rocket ship anyways. And like, I keep going back to in my
25 head, it's like if the airspeed was any slower, and after looking

1 up systems, like parking brake is set, you don't have anti-skids.

2 If the parking brake is set, you would have flat spotted the
3 tires and they would have blown clear down the runway. If the
4 parking brake is set, they say the airplane won't move. It's
5 like, these type of things are going through my head, after the
6 fact obviously. During the roll, I was -- yep, justified. You
7 know, nothing is really abnormal. Directional control is not --

8 MR. COULTER: Yeah.

9 BY MR. GERHARDT:

10 Q. Is that your general expectation of, if the parking brake is
11 set, when you apply power, what do you expect the airplane --

12 A. That's what we were told, that you set the parking brake, you
13 put it up to takeoff, and it shouldn't move.

14 Q. Got it. Have you ever had the airplane move when you had the
15 parking brake set? In your experience in this airplane?

16 A. In this airplane? I don't recall anything in this airplane.

17 Q. Got it. But -- so generally it would be accurate to say, if
18 the parking brake is set, your expectation is --

19 A. That it's not going to move because the parking brake is set.

20 Q. The airplane doesn't move? Do you remember that being part
21 of any sort of training anywhere of -- specific? You know, what's
22 your general recollection of this type of, you know, this system,
23 which is pretty rudimentary? Any sort of specific training that
24 you can look back on about its operation, and how you are to use
25 it?

1 A. No. I remember the brake system day at CAE, but I don't
2 recall a specific parking brake day. But --

3 Q. Yeah.

4 A. -- from the few people that I've discussed this with, they
5 kept on telling me this couldn't have happened this way. Because
6 their understanding is the same thing. If the parking brake is
7 set, the plane's not going to move.

8 MR. GERHARDT: Got it. Okay. I don't have any other
9 questions.

10 BY MR. COULTER:

11 Q. Did you guys have any communication like, going down the
12 runway? I mean between like, the 80 knots part that there was any
13 questioning of each other?

14 A. I don't know when that was.

15 Q. Yeah. I mean, was there any point in time that you believe
16 you were pretty sure during the abort that it wasn't going to
17 stop? Was that early on? Was that midway? Was that once you saw
18 the dirt? I mean, I know that it was --

19 A. No. It was --

20 Q. -- it's been crowned.

21 Q. Honestly it was -- actually it was -- I saw the overrun area,
22 and I was like, oh, I've still got room, still got room, and then
23 between there and hitting the ditch, it was like, just didn't do
24 anything.

25 Q. Yeah. Did you recall looking at this on the chart, and

1 having that play out in your mind? And this was --

2 A. No.

3 Q. -- for something else other than this. I mean, looking at
4 the chart here, you would believe -- maybe believe that there was
5 existing runway.

6 A. But when I crowned it -- obviously these Google images are
7 taken from before the runway was all changed.

8 Q. Did you guys examine any of that, like the days before, being
9 that you were unfamiliar with the airport? Like --

10 A. Yeah.

11 Q. -- look out for those?

12 A. I looked at the charts, but --

13 Q. I mean, did you look at any visuals or anything like that?

14 A. Not Google like that, no.

15 MR. COULTER: Okay. Yeah.

16 MR. GERHARDT: Yeah, I guess I'm just going to think of --
17 again, this is so I have the -- so overall, going back to weight
18 and balance, because that's something we still have to -- we'll
19 recreate weight and balance for every accident. That's just what
20 we do.

21 BY MR. GERHARDT:

22 Q. But there was no, I'm going to say, submitted weight and
23 balance that you did the morning of the accident or the night
24 before the accident?

25 A. Not that I can recall, no.

1 Q. Got it. But again, like you said, you looked at --
2 A. I saw --
3 Q. -- data available --
4 A. Yeah. Two nights before. And like I said, I ran the numbers
5 as far as weight and balance then, forward, backwards, up, and
6 down.
7 Q. Got it. I mean, that would be expecting each passenger to
8 have one bag?
9 A. Yeah.
10 Q. Okay. Got it.
11 A. Like I said. I even -- I know where I put 20 pounds for the
12 first two even. I was like there and none for the rest. I was
13 trying to get -- make sure if they showed up with anything, you
14 know, we're good to take off.
15 Q. Got it. And all of those in every which way worked?
16 A. (No audible response.)
17 Q. Got it.
18 A. The only way it didn't work was using the standard weights.
19 Q. Got it.
20 A. It said something stupid like we're over by 30 maybe. And I
21 can't remember what error it was in iPreFlight, but I pulled the
22 standard weight back 30, then some other error popped up. And
23 I --
24 Q. In ARINC?
25 A. iPreFlight.

1 Q. iPreFlight, sorry. Yeah.

2 A. And it was probably a forward CG error.

3 Q. Got it.

4 A. That's all I can remember. I'm -- I don't remember that 100
5 percent. I just remember there was some error, and I was like,
6 well, this isn't going to work.

7 Q. Got it. And in a different scenario it would've -- or a
8 different scenario worked?

9 A. Yes. In ARINC it worked, but that -- but remember that's
10 just the curtailment line.

11 Q. Right.

12 A. So that, you still have huge buffer out there that -- so when
13 I looked it, I mean, it wasn't a huge cause for alarm. It was
14 just I needed to run the actual numbers to get numbers to submit.

15 MR. COULTER: With a curtailment, do you know how to relieve
16 some of that, that you're aware of?

17 MR. LOMBARD: No.

18 MR. COULTER: Okay.

19 BY MR. GERHARDT:

20 Q. And that's a line -- the curtailment is new to me. But is
21 that something that to your understanding that you can -- what's
22 the ruling, if we can say that, what's the ruling CG envelope? Is
23 it the curtailment or is it the actual aircraft? Do you see those
24 two different?

25 A. Well, the aircraft is the ultimate in the sense that the way

1 the FOM tells you weight and balance, you're going to use standard
2 until you're outside of the curtailment issue.

3 Q. Got it. Okay.

4 A. And like I said, I used standard, and then we did have a
5 curtailment issue because it didn't -- like I said, I'm pretty
6 sure it just threw it right on the line forward.

7 Q. Got it.

8 A. I was like, all right.

9 Q. So you were near that. And that's -- when -- once you have
10 finished doing your scenario weight and balances the couple days
11 prior, that's basically where you remember it falling, and that
12 was okay? So the -- is that about right of this is where the CG
13 ended up, it was near the curtailment line --

14 A. Yeah.

15 Q. -- or slightly over?

16 A. Well, I -- from the dot when I ran the numbers the first
17 time, like I said, if you had took -- I just downed it by one bag
18 I think in the back, and I put it on the line.

19 Q. Got it. Okay. And then again --

20 A. But there was something weird like even then I was right at
21 max zero fuel weight. So I reduced it by one pound to see where
22 it threw it, and I put it on the line. Because there's some funny
23 things with iPreFlight about it won't even show it to you until
24 you get -- you clear an error message, you know?

25 Q. Right. It'll populate --

1 A. To populate --

2 Q. Yeah.

3 A. -- if there's another problem down the road.

4 Q. Got it. Okay. So overall, once you finished -- the summary

5 of all of that in my understanding is basically you ran a lot of

6 different scenarios, and you saw that you were not over max --

7 A. Correct.

8 Q. -- takeoff weight, and you were --

9 A. One thousand pounds under --

10 Q. And near the curtailment forward CG, but not --

11 A. But we weren't using curtailment because I had to go to

12 actual weight. So I'm back to the standard envelope.

13 Q. Got it. Back to the standard envelope. And when you played

14 around with those weights, you were using actual --

15 A. Correct.

16 Q. -- passenger weights. What about actual baggage weights? Do

17 you have to do then actual bag weight?

18 A. The -- our FOM is written, and it says that you -- when you -

19 - you can't mix and match.

20 Q. Okay.

21 A. So when I went and did the numbers, like I said, I the loaded

22 the bags the first day. I was like, yep, there's no way there's

23 300 pounds back here.

24 Q. Okay.

25 A. As far as the handbags, there was only two guys that had

1 bigger bags. The rest of them were like, laptop cases or
2 something.

3 Q. Got it. Okay. So you did use the -- ultimately the
4 scenarios prior, it was actual weights that were used. You knew
5 the passenger weights from the data they submit, and then you
6 lifted the bags --

7 A. Correct.

8 Q. -- the day before. Do you guys have a scale?

9 A. There's supposed to be a fish scale.

10 Q. Did you -- is that something you use?

11 A. Regularly? No.

12 Q. Okay. And for this -- you never weighed these bags?

13 A. Physically, no.

14 MR. GERHARDT: Got it. Okay. That's -- we try to track
15 exactly how it's done. So that's helpful. Okay.

16 BY MR. COULTER:

17 Q. As far as the weights on FOS, is it to your knowledge that
18 they're the actual weight of the passenger?

19 A. Yeah.

20 Q. Like the advertised?

21 A. Yeah. So I was looking at some of their IDs as I was
22 scrolling and --

23 Q. Correct.

24 A. -- (indiscernible) them. Yeah, and I was verifying and
25 looking at them.

1 Q. Okay.

2 A. And I was like these -- I mean, some of them were so precise,
3 like I weigh 178 or 147.

4 Q. Yeah, right.

5 A. And I mean, it was like clearly you look at the person, go
6 yeah. So --

7 Q. Okay. Is there anything we're supposed to add to those as
8 they're advertised? Just out of curiosity.

9 A. Well, like I said, I was comparing with the IDs as I was
10 doing this. I was --

11 Q. Okay.

12 A. -- doing -- I'm looking at them, comparing their IDs going
13 yep, yep, yep.

14 Q. Okay. Yeah. And then the only other ones I really have to
15 that, afterwards is just describing securing the engines. Like
16 you were the one in the cockpit securing the aircraft as Erik
17 evacuated it, from the way I understand it, correct?

18 A. Yes.

19 Q. Okay. Were there any indications in the engines, like
20 anything abnormal at that point? I know the airplane's sitting on
21 the belly in the dust just spinning around, but were they --

22 A. No. I pulled them to cutoff, and like I said, my mind after
23 I pulled them to cutoff and looked at him, and said evacuate.

24 Q. Okay. No fire lights, nothing like that?

25 A. No.

1 Q. And I think in the previous statement, you guys said you hit
2 the button, and you realized it wouldn't shut down?

3 A. Yes. But I couldn't tell you order of anything.

4 Q. Yeah. That was mentioned previously. So the fire bottle
5 button -- or fire button, and we're not talking about discharging
6 the fire bottle itself, we're just talking the -- do you know what
7 that's cutting off?

8 A. Yeah.

9 Q. Okay. You don't have to describe it, it's fine. I believe
10 in the previous statement, we recall in here that you got in the
11 -- out of the airplane, how are the engines still running? And
12 somebody got back in, correct?

13 A. Erik stuck his head back in. I was -- and I had to ask him.
14 And so I was like --

15 Q. Okay. So was it --

16 A. I mean, my brain is like, blank.

17 Q. No, absolute -- it's -- I'm kind of in the same thing. I'm
18 having to go revisit, go back and forth, and you see I've got a
19 bunch of stuff in front of me. So would it have been you shut the
20 -- you shut it down to the best of your ability, thought it was
21 shut down, jumped out, obviously all of the stuff's going on.
22 Like you said, it was a blur. When Erik said that that was
23 running, you said he poked his head back in then, and did he try
24 to re-secure that engine?

25 A. No he didn't.

1 Q. So did you push the button?

2 A. I, like I said, I like -- I do not recall like --

3 Q. Okay. No that's fine.

4 A. -- shutting the engines --

5 Q. I'm not trying to get at anything.

6 A. -- down. Yeah. I --

7 Q. I'm just trying to finish up a couple of notes here.

8 A. Yeah. I --

9 Q. Because it says the engines were running, and I was just

10 wondering if they're --

11 A. The engine.

12 Q. -- running --

13 A. Engine.

14 Q. Or engine, I'm sorry. The engine. The right engine was

15 still running, it wasn't surging. No -- yeah. No, I got you.

16 I'm just trying to --

17 A. Erik mentioned the surging as we walked away. And I was

18 like, well, I don't know how --

19 Q. Yeah.

20 A. -- he would have said that. But like --

21 MR. GERHARDT: Right. And it took a big hit. So --

22 MR. COULTER: No, it did.

23 MR. GERHARDT: -- it's very possible, you know -- we'll look

24 at that.

25 MR. COULTER: Anything could've gotten ingested into it, and

1 there's a lot of different -- yeah.

2 MR. GERHARDT: Yep.

3 MR. COULTER: Okay. That's really -- that really -- I think
4 all that I've got.

5 BY MR. COULTER:

6 Q. Did you apply maximum braking when you did eventually abort
7 the takeoff?

8 A. Yeah.

9 Q. Was maximum braking applied? Did you notice anything
10 different in the pedals when you were doing that? No different
11 feel than what you'd expect?

12 We don't get to obviously go out in the real airplane and go
13 and mash it on. I realize that sims are a program simulation of
14 what you think you're going to feel.

15 A. Like I said, I don't remember any --

16 Q. Yeah.

17 A. -- decelerate. I remember the -- seeing that overrun, going
18 good, there's more room. I was like, we'll start slowing down.
19 And I was like --

20 Q. Okay. Yeah. And then, did the thrust reversers deploy as
21 expected from what you can -- I know you're not looking down at
22 the six flights of --

23 A. I assume that, yeah.

24 Q. Did it seem pretty reasonable that you were getting a
25 response out of them?

1 A. Yes.

2 Q. Okay.

3 A. I do recall when I shut down, I -- well, I don't know if it
4 was first or second. I slammed the TRs down --

5 Q. Yeah.

6 A. -- and then shut the engines.

7 MR. COULTER: Okay. I think that's all.

8 BY MR. GERHARDT:

9 Q. Yeah. And I know that, you know, so one thing that -- of
10 course we're going to be looking at all of the systems, which
11 obviously will include the parking brake. Do you remember doing
12 anything with the lever once you stopped, you're in the grass?

13 A. I don't. I don't remember it. Like I said, I remember
14 reaching for it, looking out, and seeing the wing on the ground.
15 In the blink of an eye, I remember going, well, this is kind of
16 dumb. And then like I said, I remember the APU, I remember
17 pressing the button.

18 Q. Yeah.

19 A. I remember, you know, throwing my leg over the console
20 looking down, I remember looking back over my shoulder going, what
21 the hell is that on? And I was like, oh, I think I even flipped
22 the standby off.

23 Q. Yeah.

24 A. I was like, I was trying to get -- dark cockpit.

25 MR. COULTER: Dark cockpit.

1 MR. LOMBARD: I was trying to get -- like I said, electricity
2 off. And that's all I was -- I don't know.

3 BY MR. GERHARDT:

4 Q. Got it.

5 A. And then when you hear fire, I wasn't about to sit around and
6 be like, okay. Let me review.

7 Q. No.

8 A. Like I said, I don't remember the order that I did that stuff
9 in. I couldn't tell you.

10 Q. Yeah. That's very common.

11 A. The only thing I do know is that I shut the engine off.

12 Q. Yeah.

13 A. It wasn't off. He said that, I hit them again, and I was
14 like they're still back.

15 MR. COULTER: Time to get out. Let's go.

16 MR. GERHARDT: Yeah.

17 MR. COULTER: Yeah.

18 MR. GERHARDT: All right. We are going to stop this.

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: DELTA PRIVATE JETS CRASH
 OROVILLE, CALIFORNIA
 AUGUST 21, 2019
 Cory Lombard Interview #2

ACCIDENT NO.: WPR19FA230

PLACE: Erlanger, Kentucky

DATE: August 28, 2019

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.

A black rectangular box redacting the signature of Christy Wilson.

Christy Wilson
Transcriber