



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: October 29, 2019
Person Contacted: Cory Lombard and Erik Severance (Delta Private Jets)
NTSB Accident Number: WPR19FA230

Narrative:

The following memorandum contains the responses from the flight crew pertaining to questions they were asked by the operations group chairman via email pertaining to their use of their Electronic Flight Bags (EFB's):

Pilot in Command (Cory Lombard) Responses:

1. Describe where your EFB was located from engine start to evacuation during the accident flight. For example, was it mounted on the side window, held in your hand, lap, stowed in a bag, or placed on a console?

I am not certain, either it would have been on the wall panel to my left or secured between my seat and the center pedestal.

2. Was an EFB mount installed or available to be installed for the accident flight? For example, you had a mount in your bag, or a mount was on the aircraft in a drawer, but was not utilized.

No

3. Was an EFB kneeboard used, or available for use during this trip?

Yes

4. While flying for DPJ, have you ever used a kneeboard or mount for the EFB during flight operations? If so, when, and in what aircraft type?

Yes, both kneeboard and mount have been used. Kneeboard attempted in the CJ and Excel. The mount was used in both the CJ and Excel.

5. If you did not utilize a kneeboard or mount for the EFB during the accident flight, why did you not do so?



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Utilizing the kneeboard limited movement of the yoke in both aircraft. Using a mount in the CJ worked until the company moved to the larger iPads. The location only worked well the the iPad mini. Using the mount in the Excel didn't work well do to the "plexi glass" style window. It allowed a lot of movement in the iPad and normally drooped into an area that would impede yoke movement, fall off the window or just become frustrating to reset every hour or so.

6. Any other comments to add?

The mount was never provided by the company.

Second in Command (Erik Severance) Responses:

1. Describe where your EFB was located from engine start to evacuation during the accident flight. For example, was it mounted on the side window, held in your hand, lap, stowed in a bag, or placed on a console?

EFB was held in hand until hold short line of runway. EFB was then placed on right side rest edge next to circuit breakers. This is in preparation for departure prior to taking active runway. iPad (EFB) was still on right side prior to and during evacuation; to the best of my knowledge.

2. Was an EFB mount installed or available to be installed for the accident flight? For example, you had a mount in your bag, or a mount was on the aircraft in a drawer, but was not utilized.

There were/are no mounts available or authorized for use in the fleet to the best of my knowledge.

3. Was an EFB kneeboard used, or available for use during this trip?

Yes, my iPad (EFB) did have a Sporty's canvas kneeboard.

4. While flying for DPJ, have you ever used a kneeboard or mount for the EFB during flight operations? If so, when, and in what aircraft type?

Yes, kneeboard has been used during cruise phase of flight only in both CE560 and CE750. Do to the size of EFBs both iPad mini and current gen 6, kneeboard impedes movement of yoke during critical phase of flight, i.e. departure and arrival when seat is moved forward for manipulation of yoke and rudders.

5. If you did not utilize a kneeboard or mount for the EFB during the accident flight, why did you not do so?

Previously stated in question 4

6. Any other comments to add?

None