

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 #1]

Oroville Municipal Airport
Oroville, CaliforniaThursday,
August 22, 2019

APPEARANCES:

ADAM GERHARDT, Air Safety Investigator
National Transportation Safety Board

HENRY SODERLUND
Textron Aviation

DON COULTER, Line Captain
Delta Private Jets

LYNEE CAMPOS, Chief Legal Counsel
Delta Private Jets

CORY LOMBARD, Pilot
Delta Private Jets

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Cory Lombard:		
By Mr. Gerhardt		4
By Mr. Soderlund		30
By Mr. Gerhardt		31

I N T E R V I E W

MR. GERHARDT: Okay. This is Adam Gerhardt with the NTSB, an air safety investigator, and I'm going to ask everyone to go around the room and introduce themselves.

So, Cory, you go first.

MR. LOMBARD: Cory Lombard, pilot flying.

MS. CAMPOS: Lynee Campos, Delta legal.

MR. GERHARDT: Okay.

MR. COULTER: Don Coulter, Delta Private Jets line captain

MR. GERHARDT: Okay.

MR. SODERLUND: Henry Soderlund, Textron Aviation.

MR. GERHARDT: And, Cory, if you wouldn't mind just basically -- so I am recording this, and if you could just basically say that you're okay with me recording this, for again, the purpose of producing a --

MR. LOMBARD: Transcription?

MR. GERHARDT: -- transcription.

MR. LOMBARD: I'm okay with that.

MR. GERHARDT: Perfect. Thank you.

INTERVIEW OF CORY LOMBARD

BY MR. GERHARDT:

Q. Thank you. So I'd like to keep this open-ended at first. And so walking through basically from the morning of the accident, hotel, to the preflight planning, to the takeoff, evacuation.

If we can just start with that, and if you wouldn't mind,

1 just walk me through pertinent details and just do your best to
2 just -- and this is of course best of your recollection, this is
3 what I remember, and we'll walk through that first. And then I
4 have some specific questions that I'll follow back up with if
5 that's okay. So I'll let you take the floor.

6 A. We started at a hotel in Chico, or Chica, I think. It was
7 about a 15-minute drive from here. We left up there about 9
8 o'clock, so we probably arrived here about 9:15. Went straight to
9 the airplane, drove straight out to it, unloaded the bags, and --
10 you know, like the piles of bags, and loaded them up.

11 I immediately came inside to look -- to request fuel, and he
12 started the -- Erik started the preflight walk-around and all of
13 that. I came inside the first time and didn't even find anybody.
14 Actually, the catering was already here, and I carried it right
15 back out to the plane. And then I turned around and came back in,
16 and then I found a mechanic that worked on the -- which, he might
17 be a general manager too, but he was a mechanic when I saw him.

18 Q. Sure, yeah.

19 A. And I requested fuel from him. He originally told me that
20 the fuel truck was broken, but they had just fixed it. And
21 assumed that I was using -- or looking for thousands of gallons,
22 and I said, no, I'm looking for 240 gallons. He goes, oh, we
23 might have that.

24 Q. Okay.

25 A. So he ran and looked, and he said, yeah, the -- it's in the

1 truck. So he brought the truck around. I walked out, and I was
2 asking what exact work was on it, because the -- it was still
3 noted out of service. He said it was some replacement of the fuel
4 lines on the --

5 Q. Okay.

6 A. -- fuel truck. So we fueled. I sat there and observed that,
7 and talked to him when he was doing that. And then I came inside
8 with the coffee pot, and paid for the fuel. And then it wasn't
9 too long after that, when I was waiting for the coffee to brew, I
10 turned around and the passengers had arrived. And they turned
11 around, and they dropped all their bags off at the tail of the
12 plane, and I looked out and saw Erik loading them.

13 So I waited for the coffee to quit brewing, then I walked on
14 out, greeted the passengers, I commenced with the final walk-
15 around which was including the getting the chock out that was
16 actually stuck.

17 Q. Oh, okay.

18 A. It was a wood chock that once it was fueled up, you know, it
19 was jammed in nice and tight, and --

20 Q. Yeah.

21 A. -- it was on top of it. So I crawled in --

22 Q. Something you can do in small airplanes.

23 A. Yeah. So I crawled underneath of it and punched it with my
24 fist and got it free. But it slid out, and then I took it over to
25 the line guy, and in that time, when I turned around to walk back,

1 one of the passengers had gotten back off, came inside to use the
2 restroom.

3 Q. Okay.

4 A. So when I went back to the airplane, we were just standing
5 around, talking for a minute, and then I boarded the airplane,
6 gave them a quick briefing, and then jumped up in the seat.
7 That's when Erik informed me he was just wrapping up a few things
8 up in the front with the speeds, and -- but other than that, all
9 checks were complete.

10 Q. Okay. So, in general, preflight, we could characterize that
11 as a normal preflight?

12 A. Yeah. It was normal. The FO typically does the preflight.

13 Q. Okay.

14 A. We, as a captain, do a final walk-around, visual inspection
15 type thing, and then obviously kick the chocks.

16 Q. And in this case it was literally.

17 A. Literally, yeah.

18 Q. Punching and kicked them out. Got it. Okay.

19 A. So I boarded the airplane and then, like I said, briefed the
20 passengers, and sat in the seat, and he finished up just a few
21 things, and then we started with the before engine start
22 checklist.

23 Q. Okay.

24 A. Completed that, clear through the after start checklist, and
25 then we began to taxi out. And we taxied out to Runway 2.

1 Q. Okay.

2 A. On the taxi out, we were completing the taxi checklist, and
3 we -- I don't know, probably about three-quarters of the way out,
4 I said, you can go on and call since the checklist is done, and he
5 called for the clearance on a phone number that we received the
6 day before.

7 Q. Okay.

8 A. So I rolled up to Runway 2 and stopped. The clearance -- he
9 was obviously talking on the phone, but I could hear the, hey,
10 they're deleting a fix and they're changing the departure
11 frequency on us.

12 Q. Got it. Okay.

13 A. I said, not a problem. So I was listening to it, and I
14 punched that in. We confirmed everything, we were released, and
15 then we took the runway. Called for the checklist -- before
16 takeoff checklist; it was completed. And then all callouts from
17 there were standard.

18 Called for takeoff power set; it was set. We began rolling
19 down the runway. He called the V1 -- or airspeed log V1, and then
20 Vr, and I pulled the yoke back, and it was just a weird sensation.
21 I pulled back, and the plane didn't lift off. So I pulled it
22 clear back to my chest, and the nose did not move at all.

23 And I remember holding it there just long enough to look at
24 the airspeed, look at the takeoff power set. Nothing happened.
25 And I went into the abort, he yelled abort, and then I pulled the

1 full TRs and max braking.

2 We hit the ditch. And after we hit the ditch, once I could
3 tell we were skidding, try and maintain directional control.
4 That's when I was still TR and shutting down the engines, because
5 I tell they're -- you know, you're skidding at that point, they're
6 not going to be doing a whole heck of a lot. And it was trying to
7 spin, but like I said, I was just mashing the rudder, trying
8 everything I could to keep it straight.

9 Q. Got it.

10 A. It came to a stop. As soon as it stopped, I yelled for him
11 to evacuate. And obviously between that time and staying there
12 getting burnt, I was the -- it's quite quick. But I remember
13 shutting down the engines, he got the people off, and then I
14 remember him sticking back in, and he goes, the right engine's
15 still running.

16 I double-checked the throttle positions, and I reached up and
17 pressed the fire buttons, shut the APU off, killed the battery,
18 and then jumped out. The engine continued to run, just the right
19 side.

20 Q. Got it. So did you exit the airplane, then the discussion
21 was had the right engine was still on, or --

22 A. No. I was still up front.

23 Q. Okay, okay.

24 A. That's what I mean. It happened -- in my mind, those were
25 all of the sequences, and like I said, it seemed like it was very

1 fast in my mind. Discussing with him, he got the passengers off,
2 and I was still just sitting there. But --

3 Q. Right. Pushed both fire bottles --

4 A. The -- just the fire buttons.

5 Q. Fire buttons.

6 A. I was just trying to get them to stop. I didn't fire the
7 bottles at all. But even then, pressing the buttons, I didn't
8 notice the fire bottle light. I was like, huh?

9 Q. Got it.

10 A. That's when I was like, it didn't do anything.

11 Q. Right.

12 A. So I just turned everything I could off in the plane, jumped
13 out, ran to the back, and I was like, well, the last thing I'd do
14 would be disconnect the battery just in case. I didn't know how
15 it would be drawing power, but from a safety aspect, I figured
16 disconnect that too. So I disconnected it, ran back with him, and
17 I was trying to stomp out the fire that was coming from the grass
18 to the airplane. The airplane was not on fire.

19 Q. Got it.

20 A. And he ran back and grabbed the fire extinguisher at some
21 point, and -- or had it in his hand or something. But he was
22 trying the fire extinguisher, and I tried just kicking it out,
23 which didn't work. I told him we're leaving. We turned around,
24 and the -- about that time is when I got on the phone, called 911,
25 let them know. They said that yes, they have already been told.

1 And called up the company, and let them know.

2 Then I came over, when we walked up, and I asked the
3 passengers if they were all okay. And they all said yes.

4 Q. Got it. The throttles, after the -- during the evacuation,
5 is it -- to cut off -- the fuel shutoff, is it going to lift up
6 and then --

7 A. Yeah. You've got the gate blocks, and --

8 Q. Got it.

9 A. -- lift up and pull back.

10 Q. Can you remember if they were pulled back?

11 A. I double checked them when he said the engine is still
12 running. I was like, they're both out.

13 Q. Got it. Okay.

14 A. And like I said, the left engine was off and the right one
15 was just purring along.

16 Q. All of the passengers exited out of the main --

17 A. Main door.

18 Q. -- cabin door, and the best -- it sounds like the first
19 officer may have opened that door?

20 A. Yes.

21 Q. We can obviously ask him that too.

22 A. He did.

23 Q. But it looked like the door opened, it was fully open, no --
24 was it --

25 A. He said it was difficult to open. He had to kick it or

1 something to get it to completely open.

2 Q. We'll talk with him. Okay.

3 By the time that you got out of the cockpit, were all the
4 passengers --

5 A. All of the passengers were clear up -- like almost to the
6 hangars.

7 Q. Oh, got it.

8 A. They had walked, and we got them far away from the airplane.
9 Because the grass, like I said, it was just -- it looks like
10 nothing, honestly, the grass fire, but it just --

11 Q. That's amazing.

12 A. -- roared along.

13 Q. That's -- you really have to see the pictures before. I did
14 see one video online where, you know, I just saw pictures of the
15 plane burnt to the ground. But before, it's like, oh wow,
16 relatively intact. That's amazing.

17 A. Yeah.

18 Q. Man. Boy. Okay. Anything else? It sounds like -- we did
19 see a red fire extinguisher out there. Was that the one fire --

20 A. That was the one he discharged, yes.

21 Q. Perfect.

22 A. Because I thought about going back in to get the other one,
23 but that was in back to the tail to grab the furthest one. I was
24 like --

25 Q. Yeah.

1 A. Well, like I said, when I stomped the fire and the flames
2 kicked up, hit me in the face and the arm, that's when I was like,
3 we're out of here.

4 Q. Yeah. Absolutely.

5 A. I'm not equipped for this.

6 (Interruption at the door.)

7 BY MR. GERHARDT:

8 Q. So anything else? It sounds like it really just walks us
9 through, kind of what I just asked for, the evacuation. I missed
10 -- did you call 911?

11 A. I did call 911. And --

12 Q. Okay. Got it.

13 A. -- then the company.

14 MS. CAMPOS: Do you want to take a peek at your notes and see
15 if there's anything? It sounds like you got everything, but --

16 MR. COULTER: Did -- when you called, did you notify DPJ
17 Flight Control?

18 MR. LOMBARD: Yes. Flight Control was the second phone call.

19 MR. GERHARDT: Okay.

20 MR. LOMBARD: The cell phone service was sketchy up here to
21 say the least. So I was getting disconnected.

22 MR. SODERLUND: Yeah, I'm having issues with mine too. So I
23 understand that.

24 MR. LOMBARD: Yeah, the only thing that I can't recall, if I
25 mentioned a minute ago, was just the -- I remember looking over,

1 and as we're rolling down the runway, I said something to the
2 effect of nothing. Because I pulled it clear back in my lap and
3 we just stayed planted to the runway.

4 BY MR. GERHARDT:

5 Q. Got it. So during -- V1 comes, Vr, and there's one pull --

6 A. There's one pull about halfway -- it's about halfway, three-
7 quarters is where you feel this little resistance, if you will.

8 And that's normally where the nose just starts to come off.

9 And --

10 Q. Yep.

11 A. -- I pulled it back, and it just -- there was no feeling
12 there. I was like -- held it where I normally do, then I pulled
13 it clear back to my lap, and it just didn't do anything except
14 that it just stayed there.

15 Q. So the pitch, the nose angle --

16 A. Yeah. It didn't --

17 Q. -- just never really --

18 A. Never started to rotate.

19 Q. Never changed? Just --

20 A. Never --

21 Q. This runway has that little downslope, and so it just stayed
22 right there?

23 A. Correct.

24 Q. Okay.

25 A. But I'm -- like, so when I glanced down, I do know that I

1 recall looking down, and I didn't read them, but I saw the V1, Vr
2 -- like I said, I didn't read them, but I know the airspeed
3 indicator was above them.

4 Q. Got it. So there -- yeah, while we're talking about it,
5 there are speed bugs that you guys can set on this?

6 A. Yes.

7 Q. Okay. Do you remember about what -- or can you recall what
8 they were?

9 A. No.

10 Q. Okay. That's fine.

11 A. I don't recall the exact numbers.

12 Q. That's fine. So I want to go through -- so, okay. So we'll
13 just start with some routine stuff. So the clearance delivery
14 called via cell phone, the first officer called cell phone, get
15 the -- I -- there's a -- I know there's a new change with the
16 clearance and all of that stuff. So --

17 A. It was just a number. They actually -- they said, hey, you
18 want the number, on the way in.

19 Q. Perfect.

20 A. So I said, yes.

21 Q. Perfect.

22 A. And then they said, okay. And then I was like -- and we're
23 within 10 miles, so we cancelled coming in. I was like, we didn't
24 need the opposite way that day. So --

25 Q. Perfect. You were about where? Was there a long delay in

1 where you got the clearance from? I'm trying to think of was the
2 taxi continuous or did you guys hold short and --

3 A. We held short of the runway. Yes.

4 Q. Okay.

5 A. Because I was taxiing on a -- I could look a diagram and tell
6 you. Because I remember when I turned -- had a little jog in the
7 taxiway, and I said, okay, you can go ahead and call. I said,
8 we're a straight shot from here. So he picked up the phone and
9 called. And once I got up there, I stopped, and that's where I
10 stopped at. He ran the -- like I said, they gave us the
11 clearance, and it was just as filed. Then they added a fix, and
12 then they removed a fix, then they --

13 MS. CAMPOS: They said they amended it.

14 MR. LOMBARD: They changed our departure frequency.

15 BY MR. GERHARDT:

16 Q. Got it. So all of that conversation was holding short?

17 A. Holding short.

18 Q. Holding short of Runway 2?

19 A. Two.

20 Q. Perfect. Okay. So not a -- so a decent couple of minutes
21 for -- I don't want to characterize it. About how long do you
22 think you held short for? Was it reprogramming the FMS, a couple
23 minutes you think? Or --

24 A. No. I mean, it was honestly, select one key, delete a fix,
25 and he changed the frequency. And so we pulled up and held short,

1 and it might have been a minute, if you're lucky.

2 Q. Maybe a minute? Maybe?

3 A. Yeah. It wasn't very long at all.

4 Q. Okay. Yeah, perfect. Makes sense. Okay. Evacuation, V1,
5 got that. The takeoff roll, I think we definitely -- I understand
6 how you're characterizing the flight control pulling. The speed
7 at which you're getting up to V1, Vr, is there -- does it seem
8 normal? Does it -- is there any differences that you noticed on
9 that roll?

10 A. It seemed slower to me, but I do recall him at the same time
11 saying that the density altitude was off on the ATIS that day.

12 Q. Got it.

13 A. So I was like -- and I kept on looking down the runway going,
14 we're not halfway yet, so we're not even, you know, to -- it was
15 supposed to take 38, 39, 40, 41 -- I forget what the exact number
16 was, but it should have taken close to 4,000 feet probably.

17 Q. Right.

18 A. And I was looking down the runway going, not even close yet.

19 Q. Right.

20 A. You know?

21 Q. So you both called abort, if I have that correct?

22 A. He called abort.

23 Q. He called abort? Okay. If I have it -- so you pulled twice,
24 maybe -- you said nothing.

25 A. Yeah.

1 Q. Nothing. And then the first officer called abort. Okay.

2 When you apply the thrust reversers and the brakes, did it
3 feel like the airplane decelerated? Did it -- was it a --

4 A. I didn't notice it, no. It honestly just felt like we just
5 kept right on cruising.

6 Q. Got it. Do you remember any sort of marking on the runway of
7 exactly when the abort occurred?

8 A. I don't know the exact, no. the -- I know the blocks -- the
9 mark, you know, the runway indications from the other direction
10 for the touchdown angle points and stuff like that were still in
11 front of us.

12 Q. Okay, okay. So touchdown markers for the opposite runway
13 were still in front. Okay. And again, when the abort has
14 happened, you're applying brakes, thrust reversers, it'd be
15 accurate to say that it doesn't feel like the airplane's
16 decelerating?

17 A. Not in my mind, no. It just kept on going.

18 Q. It just kept on going. Any annunciators that you can recall
19 prior --

20 A. No.

21 Q. -- to, you know, impact and, you know, prior --

22 A. No. I -- that I recall seeing, no.

23 Q. Okay.

24 A. My eyes were strictly outside at that point trying to aim the
25 plane.

1 Q. All right. Did the control column weight feel heavy at all?
2 Did it move freely?

3 A. That's what I -- I characterize the Excel's as a heavy
4 control anyways.

5 Q. Okay.

6 A. Because I came from a CJ plane. So coming to an Excel plane,
7 it definitely feels a lot heavier than that, and I don't recall
8 that feeling, that sensation at all when I pulled it back. Could
9 be that my adrenaline was pumping, or --

10 Q. So it normally feels heavy, and in this case it --

11 A. I just remember pulling back, and doing -- like I said, I was
12 like, pulled it clear back, and I was like, nothing.

13 Q. Got it.

14 MR. COULTER: So would you characterize it as light?

15 MR. LOMBARD: Oh, yeah.

16 MR. COULTER: Okay.

17 BY MR. GERHARDT:

18 Q. So when you're stopped short of the runway, we -- so it's
19 maybe a minute. Did you set the parking brake or do anything?
20 Other checklist items you were -- were you setting the brake or --

21 A. I don't --

22 Q. I don't even know how this brake works, but --

23 A. Yes, I would have set the brake, because the last thing to
24 take the runway would have been the rudder bias check, because I
25 normally don't those, you know, with other planes close by. I'll

1 just shove the engines up --

2 Q. Sure.

3 A. -- and I'll get away from everybody. So I set the parking
4 brake and ran the right side, right rudder, you know, run the
5 rudder bias both sides. And he actually saw that, and that's what
6 -- that was the completion of the taxi check.

7 Q. Got it. So it's normal to set the parking brake --

8 A. Yeah. Well, when you don't know the distance or how much
9 time was going to occur too. I normally --

10 Q. Yeah.

11 A. -- just set it.

12 Q. Okay.

13 MR. COULTER: Did you guys make that callout? When you set
14 the brake, did you call it?

15 MR. LOMBARD: I do not recall.

16 MR. COULTER: Okay.

17 BY MR. GERHARDT:

18 Q. So the brake was set, and then you ran up the right engine to
19 50, 70 percent?

20 A. Until you feel the pedal kick --

21 Q. Got it. Okay.

22 A. -- go back to idle, do the other one, same thing.

23 Q. Got it. Okay. That's interesting. And then the callout,
24 what -- can we describe that? So is there a specific callout
25 that's --

1 A. In general -- I mean, just general aviation, you're going to
2 set the brake, you're going to call out brake set.

3 Q. Okay.

4 Q. Sure. That's much normal callout.

5 Q. So you get the clearance, that checklist -- or the rudder
6 check, power up, power down, and then if you can walk me through
7 the best -- again, just kind of getting onto the runway. Anything
8 -- we've got to hash that out again. Anything specific?

9 A. Not that I recall, no.

10 Q. Got it.

11 A. He ran the checklist, which was, you know, as far as my flow
12 goes at that point, is pretty much turn the ignitions on.

13 Q. Got it.

14 A. Identify the runway.

15 Q. Got it. Okay. Some of this other stuff is, again, kind of
16 routine. So the day before, you flew in here, if I have that
17 correct, with the same passenger --

18 A. Yes.

19 Q. -- group? Flew into this airport about what time?

20 A. Oh, I don't --

21 Q. We'll look it up.

22 A. Yeah.

23 Q. That's fine. Totally fine. Flew in here, anything abnormal
24 about those flights? Anything abnormal -- you know, some sort of
25 grounding event? Any sort of maintenance discrepancies in the

1 flight before?

2 A. We have an -- we had one MEL on the plane and then two -- the
3 other two were just NEFs I believe.

4 Q. Okay.

5 MR. COULTER: Oh, do you want --

6 MR. LOMBARD: The one --

7 MR. COULTER: -- that time? I've got the times as well.

8 MR. GERHARDT: Got it. Okay. Yeah, we'll circle back with
9 that.

10 BY MR. GERHARDT:

11 Q. So one MEL item. Do you remember what it was.

12 A. It was for the engine sync.

13 Q. Engine sync? Okay. And then the -- what'd you say, the
14 NE --

15 A. NEFs.

16 Q. The -- yeah.

17 A. The nonessential furnishings or however you --

18 Q. Got it.

19 A. Which was like a coffee door and a -- the lighter tray or
20 something like that.

21 MR. COULTER: Liquor cabinet.

22 MR. LOMBARD: Liquor cabinet, whatever.

23 MR. GERHARDT: Got it. Okay.

24 BY MR. GERHARDT:

25 Q. So I'm assuming you land, the passengers go on their way.

1 While I'm thinking about it, all the luggage -- I know that the
2 first officer loaded the bags. Were they all in the back rear
3 compartment baggage? I think there's only -- I believe there's
4 some nose compartments too? No nose?

5 A. No.

6 Q. Okay.

7 A. Can't put anything up there. But you --

8 Q. Yeah. It his loose bottles and stuff.

9 A. Yeah.

10 Q. So everything -- all the passenger bags --

11 A. Yes.

12 Q. -- went into the rear compartment. Okay.

13 I'm going to ask you guys for a lot of the basics of -- new
14 hire date, are you -- well, we can kind of go through it, just for
15 my situational awareness. Just kind of walk me through when you
16 got the type rating, what your new hire date was with Delta
17 Private Jets.

18 A. I was hired in November 4th, 2014.

19 Q. Okay.

20 A. And I came to this plane, it was sometime roughly in April, I
21 believe, was when I got typed in it.

22 Q. Got it. April of this year? Okay. All right. Weight and
23 balance, flight planning, weather, is that done through a company
24 app or --

25 A. Yeah. We have ARINC primarily.

1 Q. Okay. Do you guys know if that's something that's -- we'll
2 have more specific questions if there's no record of the weight,
3 and balance, and flight planning. Is that something you guys
4 retain?

5 MR. COULTER: So that would go through our ARINC FOS. It'll
6 all be located in that with specific numbers, as far as the datum
7 and stuff like that is concerned. That will be all in there. Max
8 takeoff allowable weight, what the takeoff weight actually was,
9 what the plane landing weight is, and then your CG calculation
10 numbers.

11 MR. GERHARDT: Perfect.

12 MR. COULTER: Those were devices lost in the aircraft. As
13 far as the crew is concerned, I'm not sure where that information
14 transpires to, but that's data logged into a FOS system.

15 MR. GERHARDT: Got it.

16 MR. COULTER: And that's where our company storage goes.

17 MR. GERHARDT: Got it. So it's -- mostly likely there's a
18 backup?

19 MR. COULTER: There should be, but our iPads are not
20 connected to the WiFi unless we're in an FBO.

21 MR. GERHARDT: Yeah, okay.

22 MR. COULTER: So that's kind of a -- that's a good question.

23 MR. GERHARDT: Yeah. Can you recall --

24 MR. COULTER: Our IT folks would know more on that.

25 MR. GERHARDT: So we'll try to get -- our concern is just --

1 again, every investigation, what we treat it, you know, like we're
2 the pilots, we're just trying to create it.

3 MR. COULTER: You'll have the numbers. So you'll see --
4 you'll know on the graph, you should know on the --

5 MR. GERHARDT: Okay.

6 MR. COULTER: -- graph where those datum numbers sit.

7 MR. GERHARDT: Got it.

8 MR. LOMBARD: And this was the third trip with the same group
9 of people, same stuff.

10 MR. GERHARDT: Oh, okay.

11 MR. LOMBARD: So the numbers -- our rough number was we were
12 about 1,000 pounds under max takeoff weight.

13 MR. GERHARDT: Got it.

14 MR. LOMBARD: That's why I picked the fuel for the last three
15 -- or two legs.

16 MR. GERHARDT: Perfect.

17 BY MR. GERHARDT:

18 Q. Can you -- so about 1,000 pounds under max takeoff?

19 A. Correct.

20 Q. Okay. 1,000 pounds under max takeoff. This was the third
21 trip with these passengers?

22 A. Yes, that I was doing. Yeah, three. Two the day before I
23 believe, and one the -- yesterday.

24 Q. Can you remember the trip start date of when the -- this trip
25 started?

1 A. When all their trips? No. I --

2 Q. Okay.

3 A. That was on a different plane. And --

4 Q. Oh, got it. Or no, your -- you as a crew. Not the
5 passengers.

6 MS. CAMPOS: For the 3 days that --

7 MR. LOMBARD: For -- well, we started flying them -- or 2
8 days ago.

9 MR. GERHARDT: Okay, okay.

10 MR. LOMBARD: Two days ago, yeah.

11 MR. COULTER: Yeah, Tuesday.

12 BY MR. GERHARDT:

13 Q. Okay, so Tuesday. Would that have been -- was that the start
14 -- I guess what I'm trying to get at, is that the start of your
15 trip? Or did you continue basically your duty --

16 MR. COULTER: When did you start? What day did you start the
17 rotation? What day did you guys come on?

18 MR. LOMBARD: Oh, we came on last -- well, last Thursday --

19 MR. COULTER: Okay.

20 MR. LOMBARD: -- was when we started rotation.

21 BY MR. GERHARDT:

22 Q. Okay. Started rotation, you guys have -- can you describe
23 what the rotation generally is of --

24 A. We work an 8 day on, 6 day off rotational.

25 Q. Okay, 8 days on, 6 off. Okay.

1 A. Which is about the entire rotational was actually West Coast
2 flying --

3 Q. Oh, okay.

4 A. -- which is rare for me. It's a first time.

5 Q. Do you have -- are you based anywhere? Or is that not the
6 right -- home basing?

7 MR. COULTER: We'll home base them.

8 MR. LOMBARD: Yeah, we're home based. So I live out of --
9 just west of Columbus, Ohio. So technically my base would be
10 Columbus, Ohio, but --

11 MR. GERHARDT: Got it. I grew up in Columbus as well.

12 MS. CAMPOS: We've got an Ohio majority here.

13 MR. GERHARDT: Really? Wow.

14 MS. CAMPOS: I'm from Cincinnati.

15 MR. GERHARDT: That's funny. Actually, when I got the call
16 for this, I was in Columbus. I live in D.C. though.

17 BY MR. GERHARDT:

18 Q. Okay. And so you reside in Columbus area, and the -- your
19 rotation started last Thursday --

20 A. Correct.

21 Q. -- for the 8 day? Perfect. Okay.

22 A. I actually went into the office and did interviews on
23 Wednesday.

24 Q. Got it.

25 A. So it's --

1 Q. At headquarters?

2 A. Yeah, in headquarters.

3 Q. In Cincinnati?

4 A. Cincinnati.

5 Q. Okay. Perfect.

6 A. So they sent me straight out of there Thursday morning.

7 Q. Perfect. Okay. Do you have EFBs, iPads?

8 A. Yes.

9 Q. Any -- iPads? And they were --

10 A. Both on the plane.

11 Q. Okay. Got it. Cell phones on the plane, or do -- were they

12 in pockets? Or --

13 A. No, we had our cell phones.

14 Q. Perfect. So this is a standard question we ask everybody,

15 but -- so obviously clearance delivery, I'm assuming that the --

16 so the first officer made that call to clearance. Any other use

17 of cell phones --

18 A. No.

19 Q. -- that you can recall?

20 A. No.

21 Q. No. Okay. It's just something we -- "Most Wanted" list

22 items. So --

23 A. Yeah.

24 Q. I appreciate it.

25 A. I understand.

1 Q. Sorry to have to ask. But yeah. Have you ever flown with
2 the first officer before? Is it -- was this the -- these 3 days
3 of flying with this passenger group, was that your first?

4 A. No, I've flown with this co-pilot before, yes.

5 Q. Okay.

6 A. I flew with him actually the previous rotation.

7 Q. Got it. Okay. What else do I have here? Do you switch on
8 and off of pilot flying, pilot monitoring?

9 A. Yes.

10 Q. So did he fly in here and then you --

11 A. Yes.

12 Q. Okay.

13 A. And actually, he's another captain. So we actually -- he
14 actually sat left seat and did all of the PF duties for the --
15 well, the captain duties for half the rotation, then we switched
16 seats.

17 Q. Got it. Some other standard questions, but fatigue. Do you
18 think fatigue was a factor in this?

19 A. No. I was well rested through the night.

20 Q. Okay. Alcohol? Do you remember the last time you -- did you
21 drink on the overnight? And if you --

22 A. I had two beers, yes.

23 Q. Okay. Do you remember about the last time they were?

24 A. It was about 8 p.m.

25 Q. Perfect. Okay. Yeah, routine stuff. But thank you.

1 A. That's fine.

2 Q. Thank you. What else? So some of the important things
3 again, I think that -- again, when you exited the airplane in the
4 evacuation, the grass was on fire, the airplane was not on fire?

5 A. Correct.

6 MR. GERHARDT: Got it. Okay. Any questions, Henry?

7 BY MR. SODERLUND:

8 Q. So kind of a weird one. Which tire was the chock stuck
9 under? Was it the nose?

10 A. The left.

11 Q. Left main? Okay. When you were doing your pre-taxi checks,
12 did you do a control check?

13 A. Yeah, they're done during preflight. And then, you know, I
14 also moved them right as I was taxiing.

15 MR. COULTER: It's part of our checklist.

16 MR. SODERLUND: Right. I -- obviously we've had accidents
17 where that hasn't happened, so I --

18 MR. COULTER: Sure.

19 MR. SODERLUND: Again, one of those questions.

20 BY MR. SODERLUND:

21 Q. How did it feel at that time?

22 A. It felt normal, but I didn't pull it clear back to my chest.

23 Q. Right.

24 A. That's not my -- normally I'm, you know, left, right rudder
25 pedals, okay, it moved. But no --

1 Q. Okay.

2 A. Like I said, this time I don't know.

3 MR. SODERLUND: Okay.

4 BY MR. GERHARDT:

5 Q. Engine-wise, was anything abnormal with the -- and once, you
6 know, just taxi out, was anything abnormal?

7 A. Nothing was abnormal with the taxi out, no.

8 Q. Taxi speed?

9 A. No. That's what -- you know, as far as the plane moving and
10 taxiing, she was rolling right along.

11 Q. Perfect.

12 A. I was like, oh, it's a hotrod today. And then that happened.

13 MR. SODERLUND: Okay. Do you guys have -- do you use the
14 Cessna checklists? Or do you have your own ops checklist?

15 MR. LOMBARD: We have our own checklist.

16 MR. SODERLUND: Okay. I just want to make sure so I -- if I
17 -- I don't want to give him our checklist if it's going to
18 differentiate from your guys' and create confusion. I don't want
19 to be part --

20 MR. COULTER: And they are stamped. So they're --

21 MR. SODERLUND: All right.

22 MR. COULTER: -- approved by our POI.

23 BY MR. GERHARDT:

24 Q. Okay. This make and model of the -- for the accident
25 airplane, is this the only one that you fly once you're assigned

1 this --

2 A. We can fly the XL and the XLS.

3 Q. Okay.

4 A. But I have not flown the XLS. I haven't done differences
5 training on it or anything. Well, we -- I've done the training,
6 but I've never sat in one.

7 Q. Got it. Where do you do the sim training?

8 A. Mine was completed in Dallas.

9 Q. In Dallas? Okay. Do you know who the provider is?

10 MR. COULTER: It's CAE.

11 MR. LOMBARD: It's CAE.

12 MR. GERHARDT: CAE? Okay.

13 MR. COULTER: Yeah. We use FlightSafety in Orlando.

14 MR. GERHARDT: Got it.

15 BY MR. GERHARDT:

16 Q. And again, April 2019 is when you got typed in this, so that
17 would have been your most recent training event? Is that --

18 A. Yep.

19 Q. -- correct?

20 A. When I sat down, yeah, it was right in the beginning of
21 April. It looks like I either ended on the 9th or the 10th.

22 Q. Perfect. Okay.

23 A. With the time zone change, I can't make sense of the
24 calendar.

25 Q. I know what you mean. One of the standard aspects of the --

1 we call it the 72-hour history and lookback of the 3 days leading
2 up to the accident, anything abnormal? Again, going into just
3 rest in general, can you characterize where those -- so of the 3
4 days with these passengers, do you remember what the legs were?
5 If it was like 10 different legs a day, I don't want you --

6 A. No. The --

7 Q. -- to go through that.

8 A. My schedule -- the three legs that I was going to run, they
9 were all running about 40 minutes to an hour.

10 Q. Okay.

11 A. And the previous two legs, I think were right on 40 minutes,
12 each one. So --

13 Q. Got it.

14 A. Just little hops.

15 Q. Just little hops --

16 A. Yeah.

17 Q. -- each day? One a day?

18 A. No, we did two legs on -- what would it be now -- Tuesday.
19 And then I was supposed to complete the one yesterday.

20 Q. So this was the second day?

21 A. Second day with the people, yeah.

22 Q. Second day of the trip with these people again?

23 A. These people, yeah.

24 Q. Not that -- I don't want to characterize that wrong. Day 2
25 -- okay. Where did you guys come from to here? Where was it

1 from?

2 A. I wouldn't know.

3 MR. COULTER: I got it right here for you. It's Visalia,
4 V-I-S --

5 MR. GERHARDT: Okay.

6 MR. COULTER: Arrival time approximately -- well, it is what
7 it is -- 1824 local.

8 MR. GERHARDT: Okay.

9 MR. COULTER: Tuesdays there's three legs flown, two with
10 those passengers.

11 MR. GERHARDT: Got it.

12 BY MR. GERHARDT:

13 Q. So this flight was to Portland?

14 A. Yes.

15 Q. Was it PDX or a smaller --

16 A. PDX.

17 Q. PDX, okay. Weather briefing, flight plans, how do you do
18 that?

19 A. We run the flight plans, and then as far as the weather
20 briefing, typically in the morning. You know, I reanalyze the
21 weather and I just converse with the co-pilot.

22 Q. Got it.

23 A. Normally in the shuttle van, or in this case, in the hour-
24 long drive out. Hey, the weather here looks good, the weather in
25 Portland looks good. Yep, yep. Okay.

1 Q. Got it. Do you guys use any company apps or --

2 A. We get -- we can get weather all through that same ARINC app.

3 Q. Okay. ARINC app.

4 A. Yeah.

5 Q. Okay. And that's where the flight plan -- would you file the
6 flight plan?

7 A. Correct.

8 Q. So dispatch-wise, is there any sort of flight follower,
9 dispatcher, or flight --

10 MR. COULTER: We have flight followers in our operation
11 control center.

12 MR. GERHARDT: Okay.

13 MR. COULTER: They're flight followers. They're trained
14 dispatch, but we haven't activated that.

15 MR. GERHARDT: Got it.

16 BY MR. GERHARDT:

17 Q. Okay. So there's flight followers. Do you have any
18 interaction with the flight followers?

19 A. We can call them if we want, but we don't -- like if you're
20 asking, like when we land, we typically fire off an email saying,
21 hey, we've arrived.

22 Q. Got it.

23 A. Yeah.

24 MR. GERHARDT: Okay. Perfect. Okay. I don't really have
25 anything else.

1 MR. SODERLUND: I don't have anything.

2 MR. GERHARDT: Okay. I don't have anything else either.

3 Any additions? Anything?

4 MR. COULTER: I've got nothing.

5 MR. GERHARDT: No? Okay. I'm going to stop the recording.

6 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: DELTA PRIVATE JETS CRASH
 OROVILLE, CALIFORNIA
 AUGUST 21, 2019
 Cory Lombard Interview #1

ACCIDENT NO.: WPR19FA230

PLACE: Oroville, California

DATE: August 22, 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 redaction box covering the signature of Christy Wilson.

Christy Wilson
Transcriber