

1 So let's see, I do have a few more questions for you. We can
2 really stop at this point, though. We don't need to proceed. The
3 other stuff is going to be training experiences with AvCenter and
4 McCall. So -- but we can -- we're about an hour in.

5 So I'll leave it to you, Bryan.

6 MR. GREY: How much more time? How much longer?

7 MR. STEIN: Probably a half hour, hour. I think we should
8 probably stop.

9 MR. GREY: Yeah.

10 MR. STEIN: Yeah, let's do that. And let's -- well, you know
11 what? We can hit these two questions. I've got a couple
12 questions just about training.

13 BY MR. STEIN:

14 Q. If you wouldn't mind, can you kind of walk me through what
15 your training was like at AvCenter with the King Air, and then
16 I'll ask about the 206.

17 A. Well, they decided to hire me. They started throwing me in
18 the right seat with Eric on his trips just to kind of get -- watch
19 him do things. And they scheduled me to go to CAE in Texas; I
20 don't remember what it stands for. But it was two weeks of
21 training, like a week of ground school and then a week of
22 simulator training in the King Air. Basically, what I'm used to
23 was drinking from the fire hose and at the end you do your check
24 ride in the simulator.

25 Do you want -- I don't know what kind of more specifics --

1 it's lots of systems training. You shoot a lot of approaches, a
2 lot of the emergency training. Most of that was single engine
3 because it was a multi-engine airplane, doing a lot of V1 cuts
4 where you lose the engine on takeoff and how to keep the thing
5 from crashing, that kind of stuff. Pretty vigorous. Pretty
6 stressful. Good training, though.

7 Q. Okay. So they sent you -- you did your initial with CAE.
8 And then you came back and you started flying charters, and then
9 later, Aerotek through their Foreign Service contract?

10 A. Correct.

11 Q. And then in May of this year is when they tapped you to help
12 with the 206 scenic flights, right?

13 A. Yeah. I offered.

14 Q. You offered. Okay. All right. And what was the training
15 there?

16 A. This was the first scenic flight I had done for McCall. I
17 had never done a scenic flight for McCall.

18 Q. You had never done a scenic flight. Okay. Got you.

19 A. I had been taking passengers from A to B.

20 Q. So they were all chart -- okay, so they -- there was -- most
21 of the stuff -- all of the stuff in the 206 was all charter?

22 A. Correct.

23 Q. Got it. Place point A to B, like you said. So this was your
24 first scenic flight. So any -- did they provide you with any sort
25 of -- you know what, instead of answering -- instead of asking

1 that question, why don't you just kind of take me through what
2 sort of 206 training they gave you with -- at McCall?

3 A. Mostly with Eric. I think this was back -- have to go back
4 to April or May. Landing pattern stuff. So just basic flight
5 characteristics. We'd go out and do approach turn stalls, regular
6 stalls, all that kind of -- the whole, full stall characteristics
7 of the airplane, penetrating.

8 Eric's always been really good. It's been great to have him
9 one step ahead of me because he's trained the same way I am
10 through the Navy. And he's made the mistakes already, so he knows
11 how to talk to me and he's been really wonderful.

12 So we'd go out and do some training. We did a lot of -- I
13 don't remember how many flights, but Eric and I did quite a few
14 flights together just around here, locally by coming down to
15 Cascade, landing a couple times, going to Donnelly, landing, going
16 over to New Meadows, and landing over there.

17 Pretty thorough training for general aviation, I think. But
18 that's just our -- kind of our background and our style of doing
19 things with an hour long brief and a debriefing afterwards. It's
20 what we're used to. We'd pull out all the learning points and I
21 thought he did a pretty good job.

22 I also flew a little bit with a couple other guys -- John
23 Baglien (ph.) a little bit. He was one of the older pilots with
24 McCall in Nampa, and one of the pilots I don't think flies for
25 McCall anymore, Rod, took me out one time to get me checked out at

1 Bruce Meadows and Indian Creek. Other than that, I mostly flew
2 with Eric.

3 Q. Did -- during the training did Eric take you in and out of
4 drainages?

5 A. No. We pretty much stayed -- let me caveat that. Not
6 really, but what we did do is he -- we would do some training like
7 we'd go in -- we went to New Meadows. He was showing me how on a
8 climb-out, you try to hug one side or the other. You try to find
9 the updraft on one side and get into that for more lift. A lot of
10 the 206 is just managing the engine, keeping it from overheating
11 while you're trying to climb out under a full load.

12 So he was quite thorough about that, and that's mostly what
13 we spent our times doing. So a lot of the ridges around the south
14 end of -- kind of that ridge between McCall and New Meadows, I
15 remember flying that ridge, trying to climb out and find the up --
16 get into the updraft in the ridge. We did that several times.

17 And of course, during the course of the summer when I was
18 flying with him, I went into Indian Creek. We had big, mass days
19 where we flew lots of cargo into Indian Creek, and we were just
20 back and forth. And just kind of -- I always make sure in all
21 these flights, just because that's -- I'm the new guy, and I want
22 to be almost the last guy so I could follow everybody, watch what
23 they do, and kind of just follow behind them and do what they do,
24 and learn.

25 And that's kind of the way the whole summer went, going over

1 to Salmon, going from Boise to Salmon, I was always behind
2 somebody. Not that I needed to be, but I wanted to watch and see
3 what they did, and how they did everything.

4 Most of those trips, though, once you get out of McCall, and
5 either a lot of times we would go down south around Jughandle and
6 climb up that way. Once we got to altitude, then it's just trying
7 to find the drainage, especially down at the Salmon, the right
8 drainage to come down so that you don't shock-cool the motor when
9 you pull the power off.

10 So you're slowly pulling power off, you want to get the best
11 drainage so you can kind of bring it down and gradually lose
12 altitude, and not overcool the engine, so that you arrive at the
13 airport at the right altitude and airspeed with the engine not
14 overcooled kind of deal.

15 So I was following -- usually we had multiple 206s, at least
16 two -- one other and Eric was usually flying the Kodiak on a lot
17 of those big trips. But that was mostly the way the summer kind
18 of went, and I was thankful for it. I learned quite a bit.

19 Q. So would it be accurate to say this was probably your first
20 scenic flight -- it was your first scenic flight, period but your
21 first flight alone in and out of drainages without you following
22 someone or having any --

23 A. No, I had done a couple flights back and forth to Salmon or
24 Boise, McCall. I've done quite a few flights totally alone.

25 Q. You'd done -- okay.