

1 MRS. GREY: He doesn't remember -- he had an earlier flight  
2 that day. He doesn't remember that. He doesn't remember meeting  
3 me for lunch that day. He didn't recall what we'd done the night  
4 before, either.

5 BY MR. STEIN:

6 Q. Okay. So that's going to -- the tell your story part is  
7 going to be very short. That's good. No, I'm glad you told me  
8 that, thank you for preluding me with that.

9 A. I can give --

10 (Audio lapse)

11 A. -- that I have as I think they exist, but I can't --

12 (Audio lapse)

13 A. -- accurate.

14 Q. Okay. So why don't you walk me through what you think you  
15 remember and then we can decide whether -- well, we can talk about  
16 a little bit later. So go ahead and walk me through what you  
17 remember, and I will mute.

18 A. Well, then it doesn't matter where I start from, not much is  
19 there, but --

20 Q. As early as you can from that day.

21 A. I think I can remember flying down the Big Creek drainage.  
22 They wanted to take a look at Soldier Bar Airfield, or at least  
23 James did. James was in the back seat. Scott was up front with  
24 me, and he was just kind of riding along.

25 I think I remember talking -- during the flight, the

1 conversations that James at some point in the week or later on,  
2 whenever, was wanting to have McCall Aviation fly him into Soldier  
3 Bar, drop him off there so that he could fish that drainage. I  
4 think -- I don't know which direction, uphill, downhill, I don't  
5 know, and then have them come -- have us come pick him up when he  
6 was done, kind of a deal. And he just wanted to get a look at it.

7       So it was just a real quick -- they wanted one hour because  
8 senior flights are charged by the hour. It's about, I don't know,  
9 25, 30 minutes out to that area and then back.

10       I don't remember loading up. I don't remember the takeoff.  
11 I can only speculate how -- what way I went based on where that  
12 drainage is and where Soldier Bar is, how I would've departed  
13 McCall, and how I would've climbed up and over and into that  
14 drainage. And I would guess all of that is uneventful anyway.

15       I do have a memory of once we were finished in that drainage,  
16 we came out on the -- I guess, the main fork of the Salmon, and I  
17 went south. So that drainage kind of goes west to east, that's  
18 where we were flying. Then we came out on the -- it comes into  
19 the Salmon and I turn right to the south.

20       They were ready to go home, so I was just at that point  
21 looking for a nice big drainage that I could get us turning back  
22 towards McCall while we start our climb up to get us back up over  
23 the mountains. I thought I found one.

24       No, let me kind of take a break here and just kind of  
25 explain how I -- because I fly that King Air, I have a lot of

1 Gucci stuff. I've got an iPad with ForeFlight on it that is --  
2 the account is provided by AvCenter, and I use that thing because  
3 it's magical. It's got good -- great terrain, it's got everything  
4 I need, and I fly with that on my knee. As well as -- it's got --  
5 I've got my knee bag -- my helmet bag that I carry with me, a  
6 mini-Century, and everything I really need, my headset, all that  
7 stuff. So pretty good electronic package that I carry with me  
8 that I can look at. But I think I found the drainage that I was  
9 going to give a shot. It looked doable. We started our turn back  
10 to the west and climbing up into this drainage.

11 Not a lot of memories, like I said, but I do remember at some  
12 point that I made the decision that we did not have enough of a  
13 climb rate to make it up this drainage, and I needed to turn and  
14 get us back out of the drainage. At that point, I would've put in  
15 some flaps to reduce my radius of turn, increase the power, and  
16 started a turn to get us headed back out of that drainage. The  
17 memory I have at that point is once I started that turn, the only  
18 way I can describe it is to describe some training I've had in the  
19 King Air specifically, and how that marries up.

20 In the King Air, we go through initial recurrent training,  
21 part of the package training and the simulators we go through  
22 microburst training. You're coming in on an approach in a  
23 rainstorm, and you hit a microburst. And they kind of train you  
24 what to look for and how to get out of it. It's really good  
25 training.

1       The initial onset of that is, obviously, the rain's coming  
2 down, it hits the ground. But on the outside of the storm, that  
3 drafts and wind are actually going upward. And you will see an  
4 increase in airspeed and lift while you're on your approach --  
5 while you're on your glide slope.

6       So your initial reaction you're going to want to do is to  
7 decrease power and continue your descent rate. Now, once you fly  
8 through that initial updraft, then you hit the downdraft, and it's  
9 really strong. And if you had already reduced power and keep on  
10 your glide slope, it's going to put you right in the ground. And  
11 that's kind of part of the training.

12       But in that similar we go through that training, and you kind  
13 of do it over and over again, just to kind of get you practiced.  
14 But what I remember about that training is you can have that King  
15 Air at full power, and you are still barely making it through that  
16 downdraft trying to keep a positive VSI.

17       And what I remember about starting that turn -- about the  
18 only thing that I remember was kind of in a motion like that, that  
19 I got into a downdraft, and that's speculation, but I got in --  
20 myself into a negative VSI that, with full power --  
21 (indiscernible) RPM full power, full everything, and that airplane  
22 could not maintain not even a level flying -- it was -- we were in  
23 pretty strong downward VSI that I couldn't get us out of.

24       The horrific memory I have was basically riding the edge of  
25 stall into the trees because I had nowhere to go. And I couldn't