

WPR22FA068

OPERATIONAL FACTORS

Attachment 3

Aeromedevac Flight Crew Personnel Transcripts

June 15, 2023

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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LEARJET35A, N880Z FATALITY *

IN EL CAJON, CALIFORNIA *

Accident No.: WPR22FA068

ON DECEMBER 27, 2021 *

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Interview of: AUSTIN BURRELL, Captain
Aeromedevac

El Cajon, California

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

I N D E XITEMPAGE

Interview of Austin Burrell:

By Mr. Abrams

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I N T E R V I E W

MR. ABRAMS: All right, Austin, we're on the air; here at Aeromedevac, Incorporated, investigating the Learjet accident that happened late December 2021. I'm here with one of the Aeromedevac Learjet captains, and we're going to talk with him today.

INTERVIEW OF AUSTIN BURRELL

BY MR. ABRAMS:

Q. Austin, tell me your first and last name, please, and spell your last name.

A. First name is Austin. Last name Burrell, B-u-r-r-e-l-l.

Q. And, Austin, how long have you been at Aeromedevac?

A. I've been here since 2019, I want to believe.

Q. Okay.

A. 2019, 2018, 20 -- yeah.

Q. All right. And how old are you?

A. 53 years old.

Q. All right. We got that one answered. So --

A. 53 years young.

Q. Give me the *Reader's Digest* version of your background. I mean, how did you rise to this level of certification and Learjet ratings?

A. I've been in Lears for probably 20, 20 years, yes, 20 plus years. Everything from the 24s, 25s, 31s, 35s, 36, 55, and the 60.

1 Q. Okay.

2 A. Couple thousand hours in at the 60. Got a lot of time in 55.
3 Mostly in the 30 series airplanes, in 35s, 36s.

4 Q. How did you get to that point? I mean, prior to getting your
5 rating in all the Lears and the -- how did you start out? And do
6 you have a CFI? And bring me up --

7 A. Oh, no. I jumped -- I'm sorry. I jumped right into jets at
8 650 hours total time back in the late 90s when everybody was --
9 you remember that time.

10 Q. Sure.

11 A. It was just a lot of hiring going on. So, yeah, I got my
12 first corporate jet, which was, was a Citation 2. Then I jumped
13 into the Lears a little bit. Then I got a full-time job flying
14 Sabreliner 65. Cut my teeth really with jets on the 65. Thank
15 goodness. Great airplane.

16 Q. Yeah.

17 A. 1200 hours in that airplane. And then I went straight into
18 the Lear 30 series in the early 2000s flying a contract over here
19 out of North Island, Phoenix Air, Flight International. Did that
20 for a little while. Then went -- started flying 60 for a little
21 while, 55, down in, down in Mexico, and then came back to the
22 contract actually back in five years ago, North Island. So that's
23 really where I got most of my Lear time was flying -- so I used to
24 fly for Adam for Phoenix Air. He leased an airplane from Phoenix
25 Air, Cartersville, you know, was based out here. I did three

1 years there. Did a lot of international stuff in the 36 for Adam.

2 So I've actually been with Adam --

3 Q. Long time.

4 A. -- 12 plus years. Left for a little while. Went up to other
5 ventures, and came back here while I was flying the contract out
6 of North Island for Phoenix Air, the (indiscernible) contract. So
7 I've got probably 6,000 plus hours in the 35s.

8 Q. Okay.

9 A. So quite -- experience.

10 Q. How --

11 A. Was that -- did I explain it right?

12 Q. Perfect, perfect, perfect.

13 A. All right.

14 Q. How do you like working for Aeromedevac?

15 A. I love it. I love the air ambulance world.

16 Q. Okay.

17 A. You're out helping people. Big warm fuzzy. Sorry. I'm
18 getting a little soft there, but, no, it's -- I enjoy it.

19 Q. Good.

20 A. I enjoy it really.

21 Q. Better than carrying just normal contract passengers?

22 A. Oh, absolutely, yeah, yeah. Because these people don't
23 complain. My first time in the -- Lear, Learjet. So it's --

24 Q. I appreciate that. Did you ever fly with, I believe, his
25 name was George?

1 A. Yes.

2 Q. Did you ever fly with him?

3 A. Yes, I did.

4 Q. Positive and negative, give me some of George's attributes.

5 A. Seemed to be a little bit behind the airplane sometimes.

6 His preflight actions were all very thorough, but radio work
7 needed little work on. Flying skills were decent. Decent. I'll
8 put it at that. Satisfactory.

9 Q. When you say he was behind the airplane a little bit at
10 times.

11 A. Sometimes the air speeds, and stuff like that, maybe he was
12 -- approaches, I'd have to kind of prompt him a little bit. Maybe
13 ascents and descents.

14 Q. Did you say air speed?

15 A. No, no. Well, he was a little fast. One time I remember he
16 was a little fast.

17 Q. Okay.

18 A. Not slow. Just -- going with that, but, yeah, one time going
19 to Vegas, I had to really prompt him to tell him to slow the
20 airplane down because he was coming in too fast.

21 Q. Okay.

22 A. Really the only time I ever saw that happen. Most of the
23 time he did handle the airplane on landings quite well. Kept
24 speeds where they were supposed to be.

25 Q. He was age-wise older than you.

1 A. Yes. He was 50 -- 67, if you will. But, of course --

2 Q. How did he respond to you being younger than he is and --

3 A. Very well.

4 Q. Okay.

5 A. He said, you know, when I would, when I would have to counsel
6 him or something in the cockpit, he'd say, well, stay on me. Tell
7 me what I need to do. Very responsive.

8 Q. Was he a good pilot monitor? In other words, was he calling
9 out air speeds, altitudes, and things like that?

10 A. Yes.

11 Q. Can you give me an example?

12 A. Oh, how he would do it?

13 Q. Yeah. I mean just --

14 A. Oh, yeah. We had our target speeds. It's (indiscernible)
15 plus 10 --

16 Q. Yeah.

17 A. -- and target plus or minus --

18 Q. Okay.

19 A. -- come over the fence.

20 Q. Okay.

21 A. He would pipe up, yes.

22 Q. All right. When you had overnights, layovers -- we call them
23 layovers where I came from -- did you ever go out to dinner with
24 him?

25 A. I think I only did it one time with him overnight in Miami,

1 and we got in, got our min rest, and got something out of the
2 hotel because we got -- two in the morning. So to answer your
3 question, no.

4 Q. Okay.

5 A. I had one overnight with him the whole time we were --

6 Q. Okay.

7 A. -- most, as you know, most of ours are out and backs.

8 Q. Certainly. Have you -- I'm sure you have, but I'll let you
9 tell me instead of me putting words in your mouth -- come in on
10 the RNAV GPS one seven approach?

11 A. Yes, sir.

12 Q. Got cancelled IFR --

13 A. Yes, sir.

14 Q. -- gone VFR, circled to two seven left. What are the
15 challenges of that approach?

16 A. I'd have to say the biggest challenge are these two big --
17 this one big peak out here, and the small ones right next to it.

18 Q. Okay.

19 A. Avoiding those.

20 Q. Yes.

21 A. Otherwise you've got a big valley to be in, and turn around
22 in.

23 Q. Two seven right, not a long runway even -- it's longer than
24 one seven, but it's still not a long runway.

25 A. Threshold -- yeah, it's 56 and some change. Correction, 46

1 and some change, 100 feet.

2 Q. Speed is critical.

3 A. Yes, sir.

4 Q. Have you ever had to go around?

5 A. No, I have not personally.

6 Q. Okay. Have you ever been in a position where you thought
7 later I should have gone around?

8 A. No, sir, I have not.

9 Q. Good. How is it -- would you consider this a challenging
10 airport to fly in and out of?

11 A. Yes.

12 Q. Your opinion.

13 A. Yes, I would.

14 Q. Okay.

15 A. Yeah, I would. It's not Lindbergh. It's not Carlsbad. It's
16 not Brown. Well, Brown's got a big mountain down there, but
17 usually going that way --

18 Q. There's no ILS approach?

19 A. Correct. The approaches are tricky. Yes, sir.

20 Q. They appear to be very steep as well. The PAPI has got a
21 high angle to it. Does that pose any challenges to you?

22 A. No, sir.

23 Q. Okay. Just plan for it, and it goes well?

24 A. Just falls into place. Yes, sir.

25 Q. If you were in the DO's chair, what changes would you make

1 here to Aeromedevac other than pay raise?

2 A. Double pay for everyone; triple pay for me.

3 Q. Yeah. Operationally --

4 A. Yes, sir.

5 Q. -- what changes would you --

6 A. There were some changes implemented before all this happened,
7 and Ed Perry came into play as the chief pilot, and he has
8 drastically changed -- not drastically -- he has changed a few
9 things. COMs are better. So really it happens. He got somebody
10 else in here besides just this chair. There's another chair now,
11 and is very experienced guy, and (indiscernible), and what, what I
12 would say happened, would need to happen, happened. To some
13 extent -- I'm sorry --

14 Q. Yes. Yes.

15 A. So COMs are better, and having another head here in the
16 management side of the house.

17 Q. Can I paraphrase? And I'm not putting words in your mouth.

18 A. Yes, sir.

19 Q. But can we say that the DO is now being the DO, and we have a
20 new chief pilot, and he's being the chief pilot?

21 A. Words right out of my mouth, sir.

22 Q. Okay.

23 A. Yes, sir.

24 Q. Okay.

25 A. That's --

1 Q. Glad to know it goes that way. Have you thought about
2 leaving?

3 A. Since the accident, yes. I think everybody does. Everybody
4 does. I did, and then I realized that my experience can really be
5 used here to help the company stay intact.

6 Q. Yeah.

7 A. And it would be a -- how can I say this correctly? That it
8 would be a -- it wouldn't, it wouldn't be a good move. It would
9 really be hurting. I have a lot of friends here.

10 Q. Yeah.

11 A. Plus my wife works here. So, you know, so -- but, no, that's
12 not a factor, but, yeah, I, I found that my -- initially, sure,
13 because I do have opportunities, obviously, with all my
14 experience.

15 Q. Sure.

16 A. And I do like the schedule. I do like it here, and I want to
17 see this place thrive. So I plan on sticking around.

18 Q. The FAA told me the other day, the POI, FAA, told me they
19 were going to be looking for new -- they're going to have a one or
20 two line check airmen here. Are you in the --

21 A. Yes, sir.

22 Q. -- you're on the short list?

23 A. I'm on the short list, yeah. As soon as they can get off
24 their butts, and give us check rides, yeah. So --

25 Q. Excellent. Congratulations.

1 A. Thank you, sir.

2 Q. What else can you tell me about George? I kind of cut you
3 short. Is there anything else you want to --

4 A. He, he --

5 (Simultaneous comments.)

6 Q. Like I said --

7 A. -- loved flying. Yes. He loved flying. And even his wife,
8 we saw him [sic] at the vigil, came up to me, he loved to -- he
9 talked about (indiscernible). I had never met the woman 'till,
10 'till that circumstance, unfortunately. And so, yeah, he just, he
11 loved to fly. Just gave it his all, and, you know, really, really
12 got into it. So he really enjoyed it. He didn't have to fly. He
13 didn't need the money. He's a retired engineer by trade, and just
14 loved flying airplanes. So --

15 Q. Austin, what do you want to tell me that I didn't ask you?

16 A. This sucks.

17 Q. It does, doesn't it?

18 A. It really does. I lost a good friend. I mean, lost four co-
19 workers, but Doug was a good friend of mine. So it's right here
20 too, this whole accident. So it hurts quite a bit. But
21 operationally, we're -- we have -- we run a tight ship. We're all
22 wondering what happened that night. We're scratching our heads.

23 Q. From the NTSB position, we are too.

24 A. Yeah. Why were they here and not here? I shot the approach
25 the other night, and was first one I had shot, same approach,

1 since the accident. Was me and Chase. Weather was fine. We did
2 have to shoot it in, and the ceiling was fine, and we -- I just
3 was like, Chase, look inside. Is it a -- you know, we're all
4 playing armchair quarterback.

5 Q. Sure.

6 A. You do it for a living, obviously, so it's -- but, no, it's
7 -- that's about it, If there's anything else, I hope I could
8 help.

9 Q. Thank you, Austin.

10 A. Yeah.

11 MR. ABRAMS: I appreciate.

12 I'm going to stop the recording at this time.

13 (Whereupon, the interview was concluded.)
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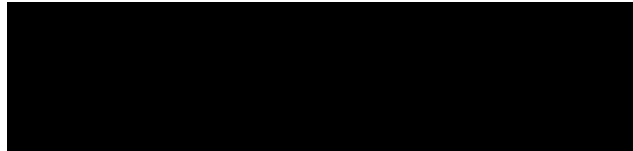
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: LEARJET 35A, N880Z FATALITY
 IN EL CAJON, CALIFORNIA
 ON DECEMBER 27, 2021
 Interview of Austin Burrell

ACCIDENT NO.: WPR22FA068

PLACE: El Cajon, California

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.



Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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LEARJET35A, N880Z FATALITY *

IN EL CAJON, CALIFORNIA *

Accident No.: WPR22FA068

ON DECEMBER 27, 2021 *

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Interview of: CHASE MICHAEL GANDY, First Officer
Aeromedevac

El Cajon, California

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

I N D E XITEMPAGE

Interview of Chase Michael Gandy:

By Mr. Abrams

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I N T E R V I E W

MR. ABRAMS: All right. We're recording, and we are in the office of Aeromedevac. I'm talking with Chase Grandy [sic], and I will let him introduce himself.

INTERVIEW OF CHASE MICHAEL GANDY

BY MR. ABRAMS:

Q. Chase, will you tell us your first and last name? Actually, your first, middle, and last name, and spell your last name, please.

A. Chase Michael Gandy, G-a-n-d-y.

Q. And, Chase, how old are you?

A. 25.

Q. And how did you get here? How did you get here to Aeromedevac?

A. So I spent a year and a half as co-piloting as a sim assistant, down at FlightSafety in Tucson, Arizona. So I did that for about a year and a half, and I met almost all of the pilots through there, and Dick Jones, our -- he was our chief pilot, now is our DO -- through there, and that's how I wound up with Aeromedevac about six months ago.

Q. Six months. All right. Thank you. Please speak up for the recording as we --

A. All right, yeah.

Q. Tell us about your ratings, and your flight experience, and things like that.

1 A. I'm CFI as well Learjet. Got my Challenger SIC as well type.
2 Been working for here for six months, like I said. About 300
3 hours in the Learjet, and I got about 1150 hours total time. Year
4 and a half in Tucson. So a bunch of sim experience, and flying
5 with different captains, co-pilots, et cetera, and seeing
6 everything.

7 Q. How did you get to FlightSafety in Tucson? I mean, you
8 didn't walk off the street as a just out of college or wherever
9 you had been. And how did you get your -- how did you start
10 flying?

11 A. So I went to Liberty University out in Virginia; started my
12 flight career there at 18. Went to college four years. Got all
13 the way up to my multi. Then I'm actually from California, so I
14 moved back to California. Got my CFI, and then Covid hit, and I
15 was looking for a job -- CFI jobs on the way, and then I applied
16 to FlightSafety down in Tucson, interviewed, got it, and then
17 moved out there for about a year and a half, and then did CFI on
18 the side as well out there.

19 Q. Great. How much flying do you usually get a month on
20 average?

21 A. I'm probably the rare case with the company. I've been
22 flying about 77 hours a month. So --

23 (Simultaneous comments.)

24 Q. And is that a high --

25 A. -- since I've --

1 Q. -- number or a low number?

2 A. I feel like it's pretty high. Feel like it's almost airline
3 hours.

4 Q. Okay. Are you -- you're, obviously, trying to build time --

5 A. Correct, yeah.

6 Q. -- as quick as you can?

7 A. Yes, sir.

8 Q. All right. Yeah, you're shy of that 1500 hours. So --

9 A. Yeah.

10 Q. -- I'm kind of assuming that as well as your age. You live
11 close by the airport?

12 A. Yes, sir. About 15 minutes.

13 Q. Do you make yourself available for flights on your day off?

14 A. Yes.

15 Q. How many days off a month do you get?

16 A. About 8 to 10.

17 Q. About. So it's not a hard number?

18 A. No hard number.

19 Q. Okay. Is that okay with you?

20 A. Yes, it is.

21 Q. All right. Our accident pilot was Douglas Grande,
22 G-r-a-n-d-e, and had you flown with him previously?

23 A. Yes. I think my last flight was -- with him was Christmas
24 Eve, the 24th of December.

25 Q. Wow. So the accident was the 27th.

1 A. Yes.

2 Q. So just --

3 A. Three days.

4 Q. -- three days prior. What were your impressions of flying
5 with Doug?

6 A. He was a good captain -- or --

7 Q. Well, positive and negative. I'm not just looking for
8 negative. Positive and negative. So attributes, good or bad.

9 A. Honestly, nothing really negative that I ever saw on his
10 flying. He was a good captain. He was a good stick. Ran the
11 cockpit clean, competent all the way, you know, takeoff to
12 landing. I never really saw any major issues. We try and be
13 perfect every time in the cockpit, but we know that's just --
14 doesn't happen all the time.

15 Q. Did you ever fly a leg with him? When I say fly, were you
16 actually manipulating the controls?

17 A. Yeah. Yeah. We rotate --

18 Q. Your leg?

19 A. Yeah. We rotate every leg. And as him pilot monitoring, I
20 ever saw any issues as well as far as checklists, him calling for
21 checklists, running the checklists. He was very competent in that
22 as well.

23 Q. I want to be specific on that. He did call for checklists,
24 not just run checklists?

25 A. Yes. He would call for them, and run for them, or I'd call

1 for them, vice-versa.

2 Q. Certainly. Okay. Good. Have you ever landed on two seven
3 right here in El Cajon?

4 A. Yes, sir, almost every day. Every time we come in.

5 Q. So you come in from the north usually, from Los Angeles area,
6 and come in on one seven, and then break it off and circle the two
7 seven right, or how --

8 A. Yeah.

9 Q. Don't let me put words in your mouth. You explain it to me.

10 A. Yes. We've done coming from the north if it -- if we need to
11 shoot an approach it's done on our GPS one seven. And then if we
12 break out, we'll circle the two seven right. But if we're coming
13 from the east to west, we land two seven right straight in on
14 that. So just depends, I guess, on the weather.

15 Q. So if you're landing straight in from the west, that's
16 definitely the VFR approach, or just VFR?

17 A. Landing into the west on two seven right?

18 Q. Yes.

19 A. No. We'll shoot the localized area.

20 Q. Okay.

21 A. And, yeah.

22 Q. Do the minimums on the two seven right localizer ever cause
23 any problems for you?

24 A. No.

25 Q. Tell me -- that approach on paper that approach looks fairly

1 steep, if you hit the --

2 A. Yeah, the --

3 Q. -- fixes at the appropriate altitudes. Do you find it very
4 steep and challenging?

5 A. It is a steep approach, but maybe the first time it's hard,
6 but after that you adjust to it, and you learn how to actually
7 shoot the approach and stuff.

8 Q. If you're going to circle, if you come in on one seven, and
9 circle to two seven left VFR, when would you put the gear down
10 approximately? Still on the downwind leg, base leg, or final?

11 A. I'm sorry. Say that again.

12 Q. When would you put the landing gear down.

13 A. When would I put it down? I need to put it down anywhere
14 5 to 10 miles out.

15 Q. Okay. Would you still be on downwind, base leg, or final?

16 A. Downwind.

17 Q. Okay. And do you land with 40 flaps always?

18 A. On a typical landing, yes, sir.

19 Q. Okay.

20 A. 40 flaps fully configured.

21 Q. When would you be fully configured in this scenario:
22 localizer for the RNAV GPS to 17, break it off, and circle to
23 two seven left? When would you be fully configured with the gear
24 down and the flaps forwarding.

25 A. Flaps forwarding base to final turn.

1 Q. Okay.

2 A. Initial.

3 Q. Okay. So base to final?

4 A. Um-hmm.

5 Q. All right. About what air speed would you be flying in the
6 turn on base leg? What, approximately, what air speed?

7 A. With flaps (indiscernible) the speed range on weight and all
8 that. So it's typically (indiscernible).

9 Q. Okay.

10 A. Speed (indiscernible) full flaps, and then --

11 Q. Is the Lear 35 does it have a fairly high (indiscernible)
12 speed typically?

13 A. Again, it's all based on leg foot (indiscernible) standard
14 for what it is. This is my first jet so --

15 Q. Okay.

16 A. -- that I don't think it's high.

17 Q. Okay. That swept-back wing, any issues with flying that
18 airplane?

19 A. No. She's --

20 Q. Walk in the park, right?

21 A. Yeah.

22 Q. Like I say, don't let me put words in your mouth.

23 A. Yeah.

24 Q. I want to go back to Doug just for a little bit. I think I
25 cut you short on that. And is there anything else you'd like to

1 talk about with Doug? I mean, just positive attributes, negative
2 attributes.

3 A. No. All the talk I said a minute ago. No real negative
4 comments on him. We strive to be perfect every flight. I never
5 saw any issues with his flying.

6 Q. Did you ever have any overnights with him?

7 A. Maybe a couple. Not a lot.

8 Q. Did you ever have time to go out, and have a meal together?

9 A. Um-hmm, yes.

10 Q. Anything stand out about mealtime conversation?

11 A. No. Talked about family, mine, his. No major -- nothing
12 that stood out crazy.

13 Q. Safety-wise, how would you describe the safety culture here
14 at Aeromedevac?

15 A. Safe. We were never forced to do anything. We're never told
16 by the chief pilot, anybody up high to you got to land at this
17 airport, you have to. We're never forced to do it. It's up to
18 the captain to make the final decision, and all the captains here
19 take advice from the co-pilots in making sure both pilots are
20 comfortable. No one has ever forced me to go land at an airport.
21 That's never been an issue.

22 Q. CRM-wise, do you feel comfortable speaking up?

23 A. Yeah.

24 Q. In the cockpit?

25 A. Oh, yes, 100 percent I do, yeah. No -- I'm not afraid to

1 say, you know, a captain was doing something wrong or I see
2 something, say something. Because that's when those things
3 happen.

4 Q. And this is with all captains you feel comfortable speaking
5 up?

6 A. Yeah. Yes, sir.

7 Q. And have you ever gotten any pushback from speaking up from a
8 captain?

9 A. I have not.

10 Q. Okay. Good. My personal opinion is I hope you never will.

11 A. Yeah.

12 Q. But we didn't come here to talk about my personal opinion.
13 What's the outlook? I mean, what's the progression for you? Are
14 you going -- you'll get your 1500 hours, get the ATP, get the full
15 type rating, and I presume or --

16 A. Yeah. That's the plan. And the goal right now is to get
17 1500 hours, go for my ATP, and see where life kind of takes me.
18 One step at a time because in aviation or at least my career, had
19 multiple goals, and it takes me every which way but the straight
20 line. So --

21 Q. Sure.

22 A. -- just working to the 1500 hours right now.

23 Q. Absolutely. Good. Good for you. Are you familiar with SMS?

24 A. Not in depth on it.

25 Q. You know what it stands for but --

1 A. Yeah, yeah.

2 Q. Safety Management System.

3 A. Yeah.

4 Q. But you've never been -- had a class on it? You've never
5 been exposed to it?

6 A. Not a full class. My time at FlightSafety they would talk
7 about it in the brief when I would sit in, and before each sim,
8 and they'd talk about it with each client, and if they had it,
9 didn't have it, and stuff. But never a full class or a sit down
10 conversation about it in depth.

11 Q. Okay. Rumor has it, it's coming your way.

12 A. It is. It is.

13 Q. So change. If you could change anything. If you were the DO
14 downstairs, what would you change?

15 A. Honestly, I don't know what I would change.

16 Q. Other than pay.

17 A. Right, right, right, yeah. A big pay bonus would be nice.
18 No. I don't know what I would change. Everything has been ran,
19 you know, even up to the crash and after we've made changes to be
20 safer. I haven't seen any major issues my time here. So I don't
21 really -- nothing come to mind of change for me.

22 Q. Do you think you have flown with most of the pilots here?

23 A. Yeah, just about, I would say.

24 Q. I said pilots, since you're in the right seat --

25 A. Right.

1 Q. -- this would be most of the left seat guys.

2 A. Right, right, right. Yeah. Almost all the captains I know
3 or have flown with. There's probably three or four that I haven't
4 flown with.

5 Q. And big picture-wise, camaraderie-wise, how long -- does
6 everybody get along well together?

7 A. Yeah. I've never heard of any issues with co-pilots and
8 captains or captains, captains, co-pilots and co-pilots having any
9 issues. It's all been good.

10 Q. Are most of the captains former airlines captains?

11 A. Yes. I'd say for the most part they are.

12 Q. Do you find that good or bad?

13 A. Good. They've got a lot of experience.

14 Q. Chase, I'm running out of questions here. What do you want
15 to tell me that I didn't ask you?

16 A. I don't know. Like I said nothing major I've seen there.
17 It's a good company. Just unfortunate that that happened for us.

18 Q. Did you know the co-pilot?

19 A. Not real well, but I did know him. I've seen him passing
20 here, but never flew with him.

21 MR. ABRAMS: Okay. Well, Chase, that's all I have. I'm
22 going to stop the recordings.

23 (Whereupon, the interview was concluded.)
24
25
26

CERTIFICATE

This is to certify that the attached proceeding before the

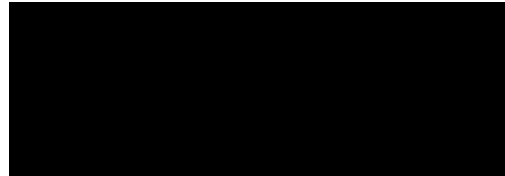
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: LEARJET 35A, N880Z FATALITY
 IN EL CAJON, CALIFORNIA
 ON DECEMBER 27, 2021
 Interview of Chase Michael Gandy

ACCIDENT NO.: WPR22FA068

PLACE: El Cajon, California

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.



Transcriber