

WPR22LA251

OPERATIONAL FACTORS

Attachment 1

Accident Pilot Transcript and Written Statement

April 18, 2023

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CESSNA 208B DAMAGED IN ACCIDENT

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NEAR SALT LAKE CITY INTERNATIONAL

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AIRPORT IN SALT LAKE CITY, UTAH

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ON JULY 13, 2022

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Interview of: SHANE KING, Lead Pilot
Corporate Air

Accident No.: WPR22LA251

Salt Lake City, Utah

APPEARANCES:

JAMES VANDERKAMP, Operational Factors Investigator
National Transportation Safety Board

ALBERT NIXON, Investigator in Charge
National Transportation Safety Board

SHAWN ETCHER, Operational Factors Investigator
National Transportation Safety Board

KERRY SHUMWAY, Aviation Safety Inspector
Federal Aviation Administration

PAUL SUFFERN, Meteorologist Investigator
National Transportation Safety Board

DAVID OYLOE, Check Airman
Corporate Air

MARK DOMBROFF, Attorney
Fox Rothschild

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I N T E R V I E W

MR. ETCHER: Good afternoon. Again, my name is Shawn Etcher. I'm an operational factors investigator with the NTSB assisting the IIC on this event. And just for reference, the accident number is WPR22LA251.

As you know, we're an independent agency. Or maybe you don't know. We have no enforcement ability against you or anything like that. We're here to learn from you. So we have no control of your certificates so it's not a check ride. Nothing like that. We just want to learn. And gratefully, you had a great view and you can educate me. So -- and I'm hoping you'll do that. I think we all are.

So but I'll have everybody go around again introducing themselves just for the recording and for the transcriptionist. Let's start with Jim.

MR. VANDERKAMP: I'm Jim VanDerKamp. I'm an operational factors investigator in training.

MR. ETCHER: We'll do Albert.

MR. NIXON: Good afternoon. Albert Nixon. And I'm the investigator in charge for the NTSB on this accident.

MR. ETCHER: Excellent. Kerry?

MR. SHUMWAY: Kerry Shumway with the FAA. I'm with the Aviation Safety Inspector for the local Flight Standards Office.

MR. ETCHER: Just so you're aware. He is with the FAA but he doesn't -- he's here to assist us. He's not in the enforcement

1 part or anything like that. He is here to assist us.

2 MR. KING: Okay.

3 MR. ETCHER: So don't think he's here taking cryptic notes to
4 come after you for any reason. All righty. And on the phone, Mr.
5 Suffern, would you be so kind?

6 MR. SUFFERN: Be happy to. My name is Paul Suffern. I'm a
7 meteorologist investigator assigned to this accident.

8 MR. ETCHER: Thanks, Paul. David?

9 MR. OYLOE: David Oyloe. Party from Corporate Air.

10 MR. ETCHER: Excellent. That's everybody that will actually
11 be interviewing you, talking with you. I know we've got legal
12 counsel on here and we'll have him introduce himself in just a
13 minute. But is there anybody that you don't want to be part of
14 this interview?

15 MR. KING: No (indiscernible).

16 MR. ETCHER: You're supposed to say me. No, I'm just
17 kidding.

18 MR. NIXON: You wanted to go?

19 MR. ETCHER: Man.

20 MR. KING: Sorry, Shawn.

21 MR. ETCHER: It's okay. That's all I can say. So today
22 we're going to use a digital recorder. Once we finish the
23 recording tonight, I'll send it off to be transcribed by a
24 transcriptionist. That transcript will actually become part of
25 our public docket for this. The recording will not be. Just the

1 transcript. It will be a certified transcript. When they send it
2 back to me, we review it to make sure they didn't -- there was no
3 misspelled acronyms because pilot acronyms are kind of unique
4 sometimes. So we just want to make sure we have those all correct
5 but we will not change anything you say --

6 MR. KING: Okay.

7 MR. ETCHER: -- from the transcript. All righty?

8 MR. KING: Okay.

9 MR. ETCHER: Are you okay with us recording this interview
10 and having it --

11 MR. KING: Yes.

12 MR. ETCHER: -- transcribed? All righty. You are also
13 entitled to have a representative of your choice. Is there
14 something that you wish to represent you?

15 MR. KING: Mark Dombroff is online doing that.

16 MR. ETCHER: And Mark, for the recording, would you be so
17 kind as to introduce yourself and who you're with?

18 MR. DOMBROFF: Certainly. Thank you, everybody. My name is
19 Mark Dombroff. D-o-m-b-r-o-f-f. I am an attorney with the law
20 firm of Fox Rothschild.

21 MR. ETCHER: Thank you, Mark. And as I told you in the
22 email, feel free to speak up if there's something we need to. I'm
23 always happy when I have to make sure you're awake at the end.
24 But if something comes up, that's what you're here for. So please
25 don't hesitate to speak up anytime.

1 MR. DOMBROFF: Thank you very much. I appreciate it.

2 MR. ETCHER: Just a few ground rules before we get started.
3 We're going to go around the room. I'll start. I'll ask a lot of
4 questions. You're going to get sick and tired of talking to me so
5 then I'll let somebody else ask questions. We're going to go
6 around. We're not going to interrupt. Nobody is going to
7 interrupt the other one. Then we'll go around in the room and
8 then on the phone. Then we're going to go for round two. Round
9 two is always a lot less time just for your peace of mind.

10 But if you need a break at any time, or you need to confer
11 with counsel, please just say so. We're happy to take a break.
12 We'll hit pause. If you need the restroom, that's fine, too.
13 Just say so. It's perfectly fine.

14 I always say we want your -- anything factual you can give us
15 from your viewpoint. If you have an opinion, please just make
16 sure we know it's an opinion. Not a fact. Most importantly, this
17 isn't a check ride so if you don't know an answer, I don't know is
18 a great answer. And that's perfectly fine.

19 If you need a little clarification because sometimes I'll
20 think something in my head and it doesn't necessarily come out my
21 mouth the way I thought --

22 MR. KING: Right.

23 MR. ETCHER: -- it gets confusing. Just ask for
24 clarification. That's perfectly fine, as well.

25 MR. KING: Okay.

1 MR. ETCHER: Before we get started, does anyone else have any
2 questions? On the phone and hearing none.

3 INTERVIEW OF SHANE KING

4 BY MR. ETCHER:

5 Q. We'll start with the toughest questions first. Can you
6 please state your full name and spell your last for us?

7 A. Shane Grover King. Spelling on the last name is K-i-n-g.

8 Q. Perfect. And how old are you?

9 A. Sixty.

10 Q. What is your job title?

11 A. Lead pilot Salt Lake City.

12 Q. For?

13 A. Corporate Air.

14 Q. Lead pilot in what kind of aircraft?

15 A. Cessna 208.

16 Q. And being a lead pilot, what does that mean to me?

17 A. It's my responsibility to make sure that all the pilots who
18 are working at my base here at Salt Lake are doing what they're
19 supposed to be doing. Following company policies and that kind of
20 thing. And then also disseminating information from company to
21 those pilots so that everybody is up to the same speed.

22 Q. So does that -- are you a management pilot then here at Salt
23 Lake City?

24 A. I don't do anything management wise. I mean, I disseminate
25 materials. So like when there's updates to our GOM or updates to

1 our FOM, I hand those out. Jeppesen charts I hand those out.

2 That kind of thing. If anybody has any issues, they usually go
3 directly to the company.

4 Q. Okay, that helps.

5 A. Unless it's interoffice. Salt Lake. Like so and so has got
6 a problem with somebody else because they're not doing this; can
7 you talk to them. That's the extent of it.

8 Q. Perfect. And about how many pilots are here in Salt Lake
9 City that you --

10 A. We --

11 Q. -- kind of --

12 A. Nine I think is what our -- we're supposed to have. Right
13 now, I think it's seven.

14 Q. And at the time of the accident, was it at that seven level
15 or did you --

16 A. Yes.

17 Q. -- lose a few since then?

18 A. No. Yeah.

19 Q. What was your date of hire with Corporate Air?

20 A. June 30th, 2001. Give or take. I don't know exactly. It
21 was the end of June 2001.

22 Q. You know, June 2001 is a perfect time.

23 A. Okay.

24 Q. So that's great. Have you had any other jobs at Corporate
25 Air besides being a pilot or have you --

- 1 A. No.
- 2 Q. -- always been a pilot?
- 3 A. Always been a pilot here.
- 4 Q. What kind of certificates and ratings do you have?
- 5 A. I'm an airline transport pilot, multi-engine. I have
- 6 commercial single-engine privileges. And I'm instrument rated.
- 7 And that's about the size of it. Oh, tailwheel endorsement.
- 8 Q. Nice. Don't hear too many with those. That's kind of a nice
- 9 little thing to have. Do you have any type ratings or anything
- 10 like that?
- 11 A. No.
- 12 Q. Are you -- I know you said you're the lead pilot here in Salt
- 13 Lake. Does that also make you a line check airman, too? Do you
- 14 give check rides?
- 15 A. No.
- 16 Q. No, just --
- 17 A. No. I am just more of a person who can work things out
- 18 between people. Right.
- 19 Q. Perfect. I just wanted to make sure because I knew I would
- 20 have a question later --
- 21 A. Yeah.
- 22 Q. -- when I'm reading this if I didn't ask that.
- 23 A. Yeah. I'm an instructor pilot here so when we're doing OE
- 24 with new pilots, I'm one of the pilots who will take them and show
- 25 them the ropes while they're getting their minimum or their

1 initial operations experience.

2 Q. How often do you have to train pilots?

3 A. A couple weeks a year maybe. Depends on our turnover.

4 Q. Well, we'll get into the training part here in a little bit.

5 So we'll -- I know I'll have a lot of questions on that. So I

6 look forward to that education you're going to give me. Current

7 medical?

8 A. Yes.

9 Q. Class of medical?

10 A. It's 1st class. It'll be going to a 2nd class here in a

11 month.

12 Q. March?

13 A. In March. Yep.

14 Q. Of 2022?

15 A. Yep.

16 Q. Any restrictions, limitations?

17 A. Glasses or contacts.

18 Q. For distance?

19 A. Distance.

20 Q. Were you wearing them at the time?

21 A. Yes.

22 Q. Were you wearing glasses or contacts?

23 A. Contacts.

24 Q. Perfect. It happens to us all. I'm one of those, as well.

25 So it's all good. How much total flight time do you have?

- 1 A. A little over 10,000 hours.
- 2 Q. And how much is that -- how much of that is in the Cessna
3 208?
- 4 A. About seven -- I think I have --
- 5 Q. Give or take. Approximately.
- 6 A. It's about 7,000.
- 7 Q. Is all that pilot in command or was some of that training
8 pilot -- is it all pilot in command time or is there differences?
- 9 A. It's all PIC.
- 10 Q. Perfect. I told you these are the tough questions, you know,
11 hours and that. They got easier from here on out. Can you recall
12 when your last check ride or loft or any kind of training you had
13 was?
- 14 A. My last check ride was in February, I believe.
- 15 Q. Was that in the simulator or was that in the actual airplane?
- 16 A. That was in the airplane.
- 17 Q. When was the last time you did any sim work?
- 18 A. Would have been last fall at FlightSafety.
- 19 Q. Is that the FlightSafety in Wichita?
- 20 A. Wichita.
- 21 Q. How did that check ride go in the sim?
- 22 A. We don't do check rides with them.
- 23 Q. They just do your training?
- 24 A. Yep. They just do training.
- 25 Q. Help me understand it. You go there to do training and then

1 you come back and do the check ride in the aircraft or you --

2 A. We --

3 Q. Somebody else goes there and gives you a check ride?

4 A. Our check airman comes here every six months. Does a check
5 ride for everybody who is in their pre-month due and their post-
6 month. So he's here about every three months to do whoever is in
7 that time frame. And he manages the check rides. And
8 FlightSafety is just a training.

9 Q. How many days of training is that at FlightSafety that you go
10 through?

11 A. It's recurrent and it's a three-day training.

12 Q. Is it all in the sim or do they do groundwork there, too?

13 A. Both. Yeah. Four hours of ground each day and then an hour-
14 and-a-half of sim each day.

15 Q. Perfect. These next two questions are the two I always hate
16 the most. But have you ever been involved in another -- in an
17 accident before?

18 A. No.

19 Q. See, that's one down. The other one is -- I always hate to
20 ask is have you ever been fired or terminated from any other
21 company, any other employ?

22 A. No.

23 Q. See, now it's all downhill from here. It's easy now. Can
24 you kind of give us a nice cliffs notes version, if you will, of
25 your flying history. How you started, when you started. Kind of

1 how you got into this business and kind of -- just nice cliffs
2 notes version.

3 A. Moved to Moab in 1986. My mom gave me money to get pilot's
4 license when I was in 1988. So got a private license through Red
5 Tail Aviation. Then I didn't fly for a few years. Decided that
6 was what I wanted to do. So went back to Red Tail Aviation.
7 Begged, borrowed, flew, stole flight time. Whatever I could get
8 to get my hours up so I could work for them.

9 When I got my commercial rating, they hired me for three
10 seasons flying river runners. To and from river trips is mostly
11 what we do down there and scenic flights. That was a seasonal
12 job. And at the end of three years, I kind of decided I needed to
13 do something more. So I moved back to Salt Lake which is where
14 I'm from. And got a job with American Aviation. Flew a Navajo,
15 Seneca and -- what did they have -- a Piper Arrow -- for them for
16 a year looking to build my multi-engine time.

17 At the end of a year, I had 1,000 hours of multi time and got
18 a job with Corporate Air. Initially, I was hoping to get my four-
19 year degree while working for Corporate Air. Which I did do, but
20 after I got my four-year degree, decided that I didn't want to do
21 an airline job because I saw what they did. So I stayed with
22 Corporate Air. And have been with them since.

23 Q. Perfect. Sorry. You were typing fast -- talking faster than
24 I could type so my apologies for that. So let's kind of get down
25 just a little bit. That was kind of a nice high-level look at

1 you. Right.

2 A. Okay.

3 Q. Let's start going down a little bit, if you will, in
4 altitude. Let's start talking about Corporate Air. Your
5 employer. What's it like -- what's a day in the life of a
6 Corporate Air pilot? Kind of help me walk -- what is that like?

7 A. For 20 years, I've been a station standby pilot which meant
8 that I was -- I would rotate between several different schedules.
9 Go to several different destinations. My options were to go
10 somewhere, spend all day, and then fly freight back at night. Or
11 to fly freight somewhere and then come back empty in the daytime,
12 or to not even fly at all. I'd come in and then if they didn't
13 need an extra airplane, then I would go home.

14 More recently, that schedule has become a five day a week
15 schedule. So now I've opted to take the Sun Valley route which is
16 a dedicated route. So that's all I do is go to Sun Valley. Spend
17 the day in Sun Valley, fly back to Salt Lake. And I've been doing
18 that for about six months.

19 Q. That specific run?

20 A. That specific route.

21 Q. When you get to Sun Valley, how long do you usually sit
22 there?

23 A. I bought a house up there. I have an apartment. So I go up
24 there and either I'm working on my yard or my house or something.
25 Taking a nap. And then go back to the airport at 4 p.m. So I'm

1 on the ground typically about six hours.

2 Q. That's a day in the life for you at Corporate Air.

3 A. Yeah.

4 Q. Is that kind of how it is overall at Corporate Air or is that
5 just something special here at Salt Lake City?

6 A. We have five routes that are supposed to be based at the
7 outstation like the Sun Valley one. Currently, everything is
8 being staffed out of Salt Lake which we've been doing that for
9 probably six or seven years. We used to have based pilots at the
10 outstations. But we can't get anybody who wants to live out there
11 to do that.

12 Q. Perfect. If you had a concern, an issue, what's your chain
13 of command that you would reach up to through Corporate Air to
14 make sure they knew that concern or issue?

15 A. I'd go to the chief pilot.

16 Q. And is he available 24/7 or I assume he has an alternate.

17 A. Typically, if there's anything going on, he wants to know.
18 Yeah, give me a call. He works I'm thinking 8 to 5. But I don't
19 know. He's located in Billings. So --

20 Q. Does that give any challenges for you here in Salt Lake City
21 with a chief pilot a state away?

22 A. No.

23 Q. No.

24 A. No. He's very attentive to any needs that we have.

25 Q. Great. You knew that was going to be my next lead-in --

1 A. Right.

2 Q. -- question to it. So you're being -- maybe I should just
3 let you just talk. That would be a whole lot better. I know
4 airline world is kind of -- staffing is a little bit thin right
5 now, shall we say. I assume it's the same here at Corporate Air
6 or how would you classify staffing from your viewpoint?

7 A. Yeah. We're short a couple pilots in Salt Lake which means
8 that everybody else is having to pick up the workload.

9 Q. Does that put any extra strain on those of you based here?

10 A. It means that -- we typically work six weeks and have a
11 reserve week. And most everybody has been working their reserve
12 weeks. They get paid extra for that. But -- and that was part of
13 the reason why I opted to take the Sun Valley route. If I'm going
14 to be working six days a week, I might as well be -- yeah.

15 Q. So is your normal week a six-day week?

16 A. I start Monday afternoon at noon and end Saturday afternoon
17 at noon. So my 48 hours off is basically half a day a weekend and
18 half -- or half a day. Half a day.

19 Q. Excellent. Does Corporate Air have like any voluntary
20 disclosure programs like ASAP or any kind of an SMS safety
21 management system or anything like that that you're aware of?

22 A. Yes. Our safety -- director of safety operates an SMS
23 system. He tracks all of that and we do monthly update. He sends
24 out newsletters. That kind of thing.

25 Q. Do you read those newsletters and updates?

1 A. Um-hum. Yeah, I'm the one who gets to post them. Being the
2 lead pilot.

3 Q. In general terms, what's included in those updates and
4 newsletters?

5 A. A lot of times it's abstract accidents that are kind of -- we
6 can learn from but they don't really pertain to, in my opinion, to
7 where we are or where we're working. But sometimes they do. It
8 just depends. You read it, glean what's important, and the rest
9 of it you kind of go, ah, yeah. So --

10 Q. Do they have like an ASAP program?

11 A. It's just being implemented. We've had it for a couple
12 months.

13 Q. What can you tell me about the ASAP program or do you know
14 much about it yet?

15 A. No. Don't know much about it yet.

16 Q. And that's okay.

17 A. I mean, it's been brought to us. We've been told about it.
18 It is just getting operational.

19 Q. Great. That kind of helps me understand then. So I
20 appreciate that. I know you do -- I think you called it a
21 dedicated run to Sun Valley and back. Do you ever have any
22 pressure to complete flights? I know pilots --

23 A. No.

24 Q. That we have a tendency to be a little type A maybe and
25 mission oriented. But is there pressure pushed down that you got

1 to get this plane --

2 A. No. It's one of the great things I love about working for
3 Corporate Air and/or FedEx is that if I say I don't want to fly
4 because of the weather or whatever else, they're like, okay. Let
5 us know when. So there's -- yep.

6 Q. There's no retributions for that or --

7 A. No, no. Not like other operators I've -- another operator I
8 worked for. Let's put it that way.

9 Q. That's a good way to put it. Let's kind of start moving down
10 just even a little bit more. We're getting a little closer to the
11 event flight, if you will. Does Corporate Air have any flight
12 followers or dispatchers that you interact with when you do your
13 route planes?

14 A. Not specifically. We have a flight following office. There
15 is a manager there. And then I think four dispatchers. So we --
16 when we come to work, we call in, let them know we're here. Then
17 when we are done with our flight, we call them, debrief the
18 flight. And then, do the same thing when we come back at night.
19 Or if we do an out and back, it's immediately after the flight.
20 Then we come back and do the -- do a debrief.

21 Q. Do they do any of your weather planning or flight planning or
22 anything like that for you?

23 A. Very limited. They'll call and make sure if they see
24 something weather wise, do we have an alternate, have we made
25 plans for that. But typically, it's on us to do our weather.

1 Q. Since we're talking about weather, did you interact with your
2 flight follower at all on the day of the accident?

3 A. Just to check in.

4 Q. Just to check in.

5 A. Yeah.

6 Q. And debrief once you got to Sun Valley?

7 A. (No audible response.)

8 Q. And then checked in when you -- to come home. Right?

9 A. To come home. Yeah.

10 Q. So you would have interacted with --

11 A. Twice. Yeah. Different person. But yeah.

12 Q. I just wanted to make sure I had it kind of clear in my mind.

13 A. Yeah.

14 Q. So I appreciate that.

15 A. Yeah.

16 Q. So on the day of the accident, where did you check the
17 weather at for your route of flight and how did you file it? How
18 do you normally do it?

19 A. I load it up on my phone. The Aviation Digital Data Service.
20 That's who I usually get weather from. Look at the TAFs, the
21 METARs, also the radar of what's going on in the area to get an
22 idea of what the weather is going to be like in route and at
23 landing and takeoff. Pick up the ATIS from the Sun Valley and
24 then also look at the METAR that's posted for Salt Lake.

25 Q. It'll help me, if you will -- let me be a fly on your

1 shoulder if you will.

2 A. Okay.

3 Q. Wherever it's easiest for you -- checking in at Sun Valley,
4 that day, whatever -- kind of walk me through -- I think we all
5 kind of want to know what you were seeing, hearing, feeling, all
6 that, from the time you took off until you got out of the
7 airplane. Just kind of walk us through. I'm not going to disrupt
8 you. I'm going to sit here and type because I just -- I want to
9 be a fly on your shoulder. I want to kind of experience what
10 you're experiencing if you will.

11 A. We're required to show an hour prior to our scheduled
12 departure time. So that's about 4:30. I showed at Sun Valley.
13 Looked at weather. Got my clearance. There really wasn't
14 anything weather wise. Some cells building southwest of Twin
15 Falls. Some others that were in eastern Idaho near Pocatello.
16 But my flight path was going to basically go down between them. I
17 wasn't too concerned about that.

18 My freight showed up about 5:20. My departure time is 5:38.
19 So we had about 15 minutes to get the airplane loaded and
20 airborne. The load went well. I think I had about 720 pounds on
21 board. That's my recollection. I departed Sun Valley. We
22 usually do a request of IFR departure with a VFR climb. Because
23 if you have a VFR -- or IFR traffic waiting to get in, you can't
24 get out of there. You'll be on the ground baking your airplane
25 for an hour-and-a-half. So I was given a VFR climb up to 1,500.

1 That's typically what our filed altitude coming back is.

2 Came home. There was some weather over the Oquirrh Mountains
3 which are the mountain range west of the airport here. That was
4 moving east but it wasn't moving east very fast. So when I got on
5 with approach, the ATIS was changing. I think it changed three or
6 four times while I was on with approach.

7 But mostly it was updating because the barometric pressure
8 was changing. The winds were staying pretty consistent out of the
9 northwest at 20 to 30 miles an hour. Which is well within our
10 parameters for operations. So when I was on the downwind, the
11 approach controller cleared me for a visual to 3-4 right behind a
12 7-5. So I turned in behind the 7-5. Came in behind him. Making
13 sure that I was above his flight pass, obviously.

14 When I was on short final, the control tower said that the 7-
15 5 had reported a wind shear on landing. They didn't say what type
16 of wind shear or anything else. Just that he had experienced wind
17 shear. I didn't experience anything on final until right when I
18 was about to flare.

19 At that point, I was going sideways across the runway. Got
20 hit with a side gust. So I told the tower I was going around.
21 Added power. Initiated a climb and either the gust that had
22 sheared me went away and I lost lift or I got a down draft, I
23 don't know which, but I ended up landing on the side of the runway
24 on the shoulder. And airplane came up on its nose and then came
25 to a stop about 100 yards later.

1 Q. I appreciate that. I kind of felt like I was sitting in the
2 right seat right beside you. So appreciate that. It helps. If
3 we could, let's kind of go back to the departure point. You said
4 your freight showed up about 1720 --

5 A. Yeah.

6 Q. -- give or take.

7 A. Yeah.

8 Q. Is that about a normal time for that or was it late, was
9 it --

10 A. That would be their normal time for me to make my block time.
11 Typically, they're at 5:00 or even 10 minutes to 5. So I was
12 waiting for a while that day.

13 Q. But you still left on time?

14 A. I still left on time. Yeah.

15 Q. And you said it was -- please don't ever let me put words in
16 your mouth. You said it was about 700 pounds of freight give or
17 take.

18 A. Yeah. I've got the amount here.

19 Q. I was just curious if you remembered -- how was it
20 distributed across your floor?

21 A. We typically do -- we do a center load method. That's how we
22 do our weight and balance. So it's a single-engine airplane so
23 basically have them load it from the front to the back of the
24 airplane so we have even loading. Then they put some in the pods
25 to also do that. Make that our whiz wheel, as we call it,

1 workout.

2 Q. On that flight, do you remember kind of where you -- the whiz
3 wheel showed you were going to be? Were you kind of right in the
4 middle of your CG? Were you towards the aft?

5 A. Pretty much right in -- yeah. Pretty much in the middle.
6 Yeah.

7 Q. Is that where you expected to be with that kind of a weight?

8 A. Yeah. With that kind of a load and that kind of weight.

9 Yeah.

10 Q. How does the airplane handle if -- I assume you've flown it
11 for several years.

12 A. Yeah.

13 Q. I'm sure you've had a forward CG and an aft CG.

14 A. No. Because we typically -- when we leave here in Salt Lake
15 every day, we're pretty much close to max gross. Within 100
16 pounds or 150 pounds. Whiz wheel -- you're mostly just making
17 sure that you've got it balanced. Right. Coming out of Sun
18 Valley, it's usually a light load. So I have to them spreaded out
19 so it's same thing. So my CG stays. I really try not to do the
20 forward or aft loading. When I was in Moab, I flew 207s and they
21 get really -- they're really easy to get out of CG. So I got
22 accustomed to not doing that.

23 Q. That's good to know. In your opinion, how does the 208
24 handle? Performance wise, enough power?

25 A. It's a great performer. Yeah. I don't know. Everybody

1 always has said the -- it's underpowered for icing conditions
2 which that's a whole other thing. But it does well. It climbs
3 well. It does what it -- the job it's supposed to do. Yeah, I
4 don't think I'd be flying it for 20 years if I didn't feel that
5 way.

6 Q. I would have assumed so, as well. But if I don't ask, I'll
7 never know. Right?

8 A. Yeah.

9 Q. You got your plane loaded up. Taxi out. Everything -- was
10 there any MELs or any deferrals with that aircraft?

11 A. No.

12 Q. It was a clean airplane?

13 A. Yeah. Yeah, the ATIS, which is the on-board flight computer
14 on that airplane, has been giving erroneous data so we're doing
15 manual trends to get trend monitoring done for the engine on that
16 airplane. Just to make sure so that they can cross check what
17 they're getting for data download versus what is actually
18 happening.

19 Q. About how long is -- I noticed you had flown it quite a few
20 times that week. That airplane itself. How often had it been
21 acting up -- the ATIS?

22 A. That I don't know. Because I don't get the download. I just
23 do a manual trend for that.

24 Q. How do you know you need to do a manual trend for that? Did
25 they --

1 A. They've requested that we do that. Maintenance has. So that
2 they can double check.

3 Q. Perfect. So you said you taxied out. It was uneventful
4 departure. IFR departure with a VFR climb.

5 A. Right.

6 Q. Normal climb performance? Nothing seemed --

7 A. No.

8 Q. -- less than normal?

9 A. No. Everything was great.

10 Q. You're in route and you said you had some weather off both
11 sides. You kind of went down between them. Did you see them
12 visually? Did you have them on a radar?

13 A. I had them on the FIS GMX 200 that we have. We download
14 weather. So I usually monitor where the cells are. It's a little
15 bit delayed but it gives you a good idea. I could see them but
16 they were 50, 60 miles off on either side of me. Wasn't worried
17 about -- it's like, yeah, that's way over there. It's not going
18 to do anything. I didn't get any turbulence or anything from the
19 storms.

20 Q. You said there's a little bit of a delay on the weather radar
21 giving you the --

22 A. Ten -- maybe five to ten minutes.

23 Q. So when you're coming in and you said there was a little bit
24 of buildup to the west of the airport.

25 A. Um-hum.

1 Q. How -- I know this is -- forgive me. This is probably going
2 to sound like a weird question. But how much was it building up?
3 Could you see the lifting of it or was it just a big wall in front
4 of you? Just one big cell? Kind of help me understand what you
5 were looking at.

6 A. It was just a large single cell. It's base was well above my
7 elevation. I was 11,000 feet coming in. So I was east of it when
8 I was coming in. And then, approach cleared me down to 9,000 feet
9 prior to cleaning me to follow the 7-5. So but it still remained
10 off to the west of me until I turned onto final. And then that's
11 -- it moved over to the -- I don't even think it was over the
12 airport. It was still west of the airport when I landed but there
13 were -- there was sunshine at the airport but there was rain from
14 that cell.

15 Q. So you were -- again, don't let me put words. Were you VFR?

16 A. Yeah.

17 Q. Basically the whole flight.

18 A. Yep.

19 Q. And that was the only cell you noticed that was in the area?

20 A. That was in --

21 Q. In that --

22 A. -- the area?

23 Q. -- Salt Lake City area.

24 A. Yeah, yeah.

25 Q. Eyeball -- about how big would you say that cell was? I

1 mean, was it 100 miles across or was it like a five-mile cell?

2 You know, little pop-up.

3 A. It's like what we experience here. Maybe 10 miles it's --
4 there -- we don't get big line thunderstorms like you do in the
5 Midwest or that part of the country.

6 Q. So it was pretty much --

7 A. Yeah.

8 Q. -- you've seen this kind of stuff before?

9 A. Yeah.

10 Q. That's kind of what I was trying to make sure --

11 A. Yeah, yeah.

12 Q. -- I understood. You're turning base and you had the 7-5 in
13 sight and no turbulence behind him when you got on final, I
14 assume. Did you feel any turbulence on this flight?

15 A. Not really. No. It was pretty smooth.

16 Q. If you had felt turbulence, is there any way that you can
17 communicate with -- I mean, I know you can always report it to ATC
18 which is good. But other -- I mean, there's -- I think you said
19 you have nine pilots based here. Don't know how many flights a
20 day you have coming in and out of Salt Lake City but I assume they
21 all kind of coming in about the same time.

22 A. Yeah, yeah, yeah. So we --

23 Q. Can you guys communicate that?

24 A. We have a company frequency. So we communicate weather all
25 the time. Especially in the wintertime when we're encountering

1 ice or storms of whatever. Kind of let each other know where
2 stuff is and what the weather is like.

3 Q. Did you -- I know you had a plane in front of you --

4 A. Yeah, there was --

5 (Crosstalk)

6 Q. -- in front of you and one behind you. Did you -- were you
7 able to communicate with them or did you hear from them anything?

8 A. I didn't hear anything from the plane ahead of me. He landed
9 about five minutes before I did. I think he was the one prior to
10 the 7-5 but I don't know for sure. I had two planes behind me.
11 As soon as I was on the ground, my radios were dead. So I don't
12 know why but I lost all electrical. So I got on my phone and
13 texted him. Go around. But that was about all I -- is like let
14 him know that there's something going on. Of course I'm sure
15 tower said, you guys can't land. You need to go around. Yeah.

16 Q. I know you said you get thunderstorms like this around here
17 often. Have you ever experienced wind shear or microbursts or
18 anything along those lines coming in and out of Salt Lake City?

19 A. Not on any kind of a consistent basis. Let's put it that
20 way. It's very occasional. And usually when I've experienced
21 that, it's been just like a gust front is coming through. And
22 it's very short lived. Much like that one was that night. I
23 think the winds peaked to 55-mile an hour gusts right when I
24 landed or thereabouts. They were only up to 30 or even less than
25 that prior to and afterwards. So I was kind of at the right place

1 at the wrong time or --

2 Q. All depends how you look at it.

3 A. Right.

4 Q. So you mentioned the winds were 50 miles an hour or so. Were
5 they headwinds or were they quartering?

6 A. Slight quartering headwind. 3-0-0 was the wind direction.
7 And they were 20 gusting to 30. I think was what -- seems like
8 what I recall.

9 Q. What's the demonstrated crosswind limitation on this? Do you
10 remember?

11 A. It's 20 knots for --

12 Q. Is that a Cessna thing --

13 A. That's --

14 Q. -- or is that a company policy?

15 A. Yeah. That's --

16 Q. Or both.

17 A. No. We -- our company policy is higher than that. We do not
18 operate if the winds are gusting up to 35 and the airplane is less
19 than 7,000 pounds. Then we can't fly. If it's above 7,000 pounds
20 gross weight then we can go to 40. But that's mostly for ground
21 operations. Just so you don't flip the airplane over or have
22 something like that happen. Twenty is the -- what -- demonstrated
23 crosswind for the aircraft. But I'm guessing that's 20 knots
24 direct crosswind. So we got 20 knots coming from a quartering
25 headwind, that's probably much more tolerable to do a lot more.

1 Q. They were 20 gusting to 30 but you were -- but it wasn't --
2 the factor wouldn't be --

3 A. No.

4 Q. -- pushing a crosswind to you?

5 A. No, no.

6 Q. Did tower give you any winds while you were on final?

7 A. No.

8 Q. Did they give you any kind of weather information on final
9 other than the 7-5 --

10 A. The 7-5 --

11 Q. -- reported?

12 A. That was all they had given me.

13 Q. Not even --

14 A. Yeah.

15 Q. -- a loss or a gain or anything like that?

16 A. No.

17 Q. So you're coming in and forgive me, did you get the wheels on
18 the ground or almost on the ground? I -- the first touchdown.
19 And then you went --

20 A. No, no. I was -- I don't think I actually contacted the
21 ground. I was in my flare and all of a sudden, the airplane was
22 going sideways. Not down the runway. I'm like, this isn't good.
23 So I banked the airplane to counteract the side load or sidewind
24 and told the tower I was going around and added power. I think I
25 got about 30 feet in the air before I either lost lift from the

1 dissipation of the wind or the down draft. I don't know which
2 occurred. But --

3 Q. So you're going sideways, if you will.

4 A. Right.

5 Q. And you're correcting for it but you're going around. What's
6 -- how do you do a go-around in the 208? Just add power and pitch
7 or is there any procedures you do?

8 A. Add power and pitch. Once you're established in the climb,
9 bring the flaps up to 20 and then 10 degrees or out of 20 to 10
10 degrees. And then all the way up. I never got to that point.

11 Q. So you didn't change the configuration at the time of the
12 event at all?

13 A. I don't believe so. I may have bumped the flaps when I was
14 going for the power lever. I don't know because -- but -- because
15 when I was on the ground, the flaps were up. And I know I had
16 flaps out when I was doing by landing.

17 Q. So you add power and you're climbing out. And in theory,
18 you'll step it up. Is the go-around procedure any different than
19 a wind shear recovery procedure? Or do you guys have a wind shear
20 recovery procedure?

21 A. Our training at FlightSafety is where we do our wind shear
22 recovery training. And basically, it's pitch up and full power.
23 Do whatever you can to not hit the ground.

24 Q. And by full power, do you mean even your --

25 A. Exceeding tolerances.

- 1 Q. Yeah, max thrust or max --
- 2 A. Yeah.
- 3 Q. What is the term? RTOP reserve takeoff power. Do you go all
4 the way up to the full power or you just go up to the normal?
- 5 A. It's as much power as you need. We would rather have the
6 airplane get -- and you safe and the airplane get toasted, the
7 engine get toasted, because you're exceeding limitations. But
8 it's -- yeah, bring it up to the top of the red line. If that
9 doesn't do it, give it some more.
- 10 Q. So you hit it to the -- you get it up to the top of the red
11 line and you need more, is there anything special you have to do?
12 Do you just push the thrust further up?
- 13 A. No. Just -- yeah, you can just push it up further.
- 14 Q. Sorry. I talk with my hands.
- 15 A. I never got that far. I mean, I pushed the power up and the
16 next thing I know, I was on -- yeah, I was in the ground.
- 17 Q. So you're going around. Did it feel -- did you feel any
18 turbulence? Did you feel -- how did it feel as you were going
19 around? Did it feel like a normal go around?
- 20 A. No. But it was -- I was only in that configuration for maybe
21 five seconds. I mean, literally. I had initiated the power and
22 then the next -- I was nose up. Started to climb. Next thing I
23 know I'm on the ground.
- 24 Q. Probably about that fast. Right?
- 25 A. Yeah, yeah. It really was.

1 Q. Understandable. No, it's good. I just was trying to see
2 what you can recall and all that. That's great. Is there -- do
3 you have any -- how do you detect if you're getting wind shear in
4 the 208? Is there anything you -- I mean, I assume you don't have
5 a wind shear warning system.

6 A. No. The only thing we've got is if you get a stall warning
7 or something like that. Because that would be an indication
8 you've got a shear that's going to be a problem. But yeah, or --
9 but otherwise, it's going to be your VSI or something like that --
10 the airplane going up or going down or doing something.

11 Q. I've got to ask because -- well, I'm nosey anyway. But did
12 you get a stall warning that day at all? Any --

13 A. No.

14 Q. No audibles or nothing?

15 A. Not that I recall.

16 Q. Yeah, and that's okay. It all happened quick it sounds like.

17 A. Yeah, yeah.

18 Q. It's understandable. You have a VSI, your air speed and all
19 that. You're also single pilot. Right?

20 A. Um-hum.

21 Q. You were the only pilot onboard. Correct?

22 A. Right, yeah.

23 Q. So you're single pilot. How do you -- and I'm sure you got a
24 phenomenal scan going but how do you keep track of all that and
25 pitch and power, climbing out? How do you monitor what your

1 airplane is doing at the same time as looking at all the gauges?

2 A. Most of it is peripheral vision and outside reference. I
3 mean, that's really what you got to depend on initially. And
4 then, once you're established, then you go back and look at the
5 scan of things or whatever. But yeah, never got to that point.

6 Q. Do you remember when you started your go-around what speed
7 you were at?

8 A. I was probably about 60 knots.

9 Q. You said probably about. Is that a normal speed?

10 A. Yeah, that's --

11 (Crosstalk)

12 A. -- a normal landing speed.

13 Q. This may be even harder but I know you're -- on a go-around,
14 I assume you're looking out at the horizon.

15 A. Um-hum.

16 Q. Did it look like you were pitching the nose up a normal pitch
17 attitude, a lower pitch attitude, higher pitch attitude? Kind of
18 help me look at what you were looking at outside. I know it all
19 happened very quick. I get that. But anything you can recall
20 would just help me fill in a few little blanks.

21 A. Yeah. In reference to that, you were asking me about
22 turbulence. So the airplane did a nose up and then I pushed it
23 down a little bit because it was going up too fast. Then I
24 thought I was climbing. Then the next thing I knew I was on the
25 ground. It's very possible I encountered multiple shear or wind

1 gusts that changed the attitude. And I was just trying to fly the
2 airplane.

3 Q. And that's understandable and I appreciate you doing that.
4 But you said the nose pitched up. I assume more than normal.

5 A. Right. Initially. So I pushed it over to make it so I
6 wasn't -- so that I wasn't gaining altitude and not having
7 anything to -- speed to maintain it. Right.

8 Q. Did you push the nose -- I know it happened quick. Did you
9 just let go of some back pressure or did you actually push the
10 nose to like a nose-level, nose-down attitude?

11 A. I just released back pressure. Yeah.

12 Q. Perfect. Let's talk about your wind shear training that you
13 did in --

14 A. Okay.

15 Q. -- FlightSafety.

16 A. Okay.

17 Q. What kind of training do they do? Is it --

18 A. It's all --

19 Q. -- lesson -- is it in the schoolroom or is it actually in the
20 sim or both?

21 A. They do both. So we get a little bit of ground school,
22 talking -- there's a segment in our ground school about it. Then
23 when you're in the sim, you do training with it. And the training
24 is an event on landing and then also an event for takeoff. So you
25 get the opportunity to see both.

1 Q. Compare the on-landing training that you got for wind shear.

2 A. Okay.

3 Q. Kind of think back. I know that was a while ago.

4 A. Eight, nine months ago.

5 Q. Yeah. At least you can remember that much. I wouldn't even
6 remember that. So think back about -- how that was. Compared to
7 the night of the accident when you did -- was it similar, did --
8 were you doing the same kind of actions? Kind of help me
9 understand --

10 A. Yeah.

11 Q. Was the training --

12 A. I think the training benefitted my response for sure.

13 Q. How so?

14 A. When you've been through the training, you kind of go on
15 autopilot, so to speak. And you do things based on what you've
16 been trained to do. I've had that instance when I've had an
17 engine fire or anything like that. You just kind of like -- what
18 do I do, what do I do, instantaneously. And then it's like, oh,
19 yeah, keep cranking the engine. It'll suck the fire out. It
20 does.

21 So that's from experience with 206s and 207s which power
22 boost them when they get -- when they're hot. They like to vapor
23 lock. But I mean, that's -- it's -- yeah. That's been always my
24 -- seems like if I am faced with an emergency situation, it's
25 training -- initially, it's like, oh, what do I do. And then

1 training is like, oh, this is what I do. Yeah.

2 Q. That's good to hear. In the sim training, did you always
3 recover from a wind shear event? Did you always climb out? Did
4 the airplane actually ever?

5 A. No.

6 Q. No.

7 A. No. And so they'll go okay, let's try that again. And you
8 see if doing something different will help. Because they try and
9 give you the same scenario. So let's see if what you did last
10 time you can do better this time and not have that happen.

11 Q. So what were the few things, generally speaking, that you
12 would redo to relearn from in the sim event that first you didn't
13 go-around. The second time --

14 A. Mostly, it would be how much pitch up you add when you're
15 adding power. You know, you can utilize ground effect to
16 maintain. But the thing is, if you're in a wind shear or down
17 shear, you may not have that. You don't have the luxury of ground
18 effect. So you need to be climbing and adding power
19 (indiscernible).

20 Q. In the sim, did you ever have to push the thrust up, the
21 power up to the red line and then go beyond?

22 A. They encourage that. Yep. Yeah. If that's what needs to
23 happen, do that. We'd much rather toast an engine than a whole
24 airplane or a person.

25 Q. Did you -- have you ever had to do that in real life, in a

1 real airplane?

2 A. Before this time?

3 Q. Right.

4 A. No.

5 Q. No. You've helped me a ton so far. And I know you've got to
6 be tired of talking to me. But before we move on, do you need a
7 break or anything? You doing all right?

8 MR. KING: I'm good.

9 MR. ETCHER: You're good?

10 MR. KING: Yeah.

11 MR. ETCHER: But it looks like Mr. Nixon needs --

12 MR. KING: Albert, you need a break?

13 MR. NIXON: (Indiscernible).

14 MR. KING: Time out.

15 MR. ETCHER: Yep. That's what -- we'll hit pause. Yeah, we
16 can hit pause. It's all good.

17 (Off the record.)

18 (On the record.)

19 MR. ETCHER: Back on the record at 3:23 local time. And
20 again, thank you for your help educating me on that one. I'm
21 going to let some -- everybody else have a chance to ask
22 questions. And we'll go with Jim.

23 BY MR. VANDERKAMP:

24 Q. I just have a few questions. And most of them stem from what
25 you said earlier. You said you -- the director of safety puts out

1 some newsletters. And you talked about abstract accidents. Do
2 you guys ever do lessons learned from those?

3 A. Yeah. So the monthly newsletter comes out. And then, we are
4 supposed to respond to it. To a SiteDocs thing that we have with
5 the company. So usually, there's like 10 questions. And what do
6 you think the crew could have done, might have done differently.
7 That kind of thing. Yeah.

8 Q. Oh, good. That's good.

9 A. Yes.

10 Q. I'm sure you'll share your experience with everybody once --

11 A. Once I get back and can talk to them about it.

12 Q. Can you tell me how many hours you normally get a month?

13 A. Previous to taking the Sun Valley position, I was probably
14 doing -- it seems like about 50 hours a month flight time. Now I
15 do about 100.

16 Q. Really?

17 A. Well, let's see. It's a three-hour flight round trip. And I
18 do that five days a week. So 60 hours a month. Is that right?
19 My math is sort of like -- yeah. About 60 hours a month.

20 Q. Sixty hours.

21 A. Yeah, 60 hours a month.

22 Q. Good. Yeah, I was going to ask your average flight time. So
23 it's -- probably now it's about 60 hours.

24 A. Block to block is an hour-and-a-half each direction to Sun
25 Valley.

1 Q. How about fatigue? Do you -- were you tired on this flight?
2 Was any -- did fatigue enter into it at all?

3 A. No. Like I said, I usually go to Sun Valley. I have an
4 apartment up there. So go there. Get some breakfast. Usually
5 take an hour nap. Get up and do some projects around the house,
6 whatever. Then fly back.

7 Q. Yeah. It sounds like you've been doing this a while. It's
8 pretty routine.

9 A. Yeah. I'm --

10 Q. Was anything different about this flight than any other
11 flight until you get to --

12 A. Until I got here? No, it was kind of the usual stuff I do
13 every day.

14 Q. Okay. How far would you say you were behind the 757?

15 A. Four to five miles when I turned on to final. Behind him.

16 Q. And you were going a lot slower so it was (indiscernible).

17 A. Yeah.

18 Q. I find that 757's turbulence -- wake turbulence is worse than
19 a 7-4 or 7-6 or anything else. I don't know why but every time I
20 get behind a 7-5, it always gets my attention. Now, how about max
21 gross weight on the plane?

22 A. It's 8750.

23 Q. What -- do you recall what it was?

24 A. Let's see -- let me look. I have that. 6480.

25 Q. 6480. So it wasn't -- you said the flights back from Sun

- 1 Valley are usually a little lighter.
- 2 A. Way. Yeah. Yeah, I had 700 pounds coming back. And that's
- 3 a heavy load. I usually have about 2 or 300 pounds.
- 4 Q. Oh, it was a heavy load for Sun Valley?
- 5 A. Yes.
- 6 Q. What do you normally go out of here with?
- 7 A. Usually I'm about 8,000. Well, with fuel, I'm about 8550 or
- 8 86. So within 100 pounds of gross.
- 9 Q. What kind of cargo is it?
- 10 A. Generally, 95 percent volume for the airplane.
- 11 Q. Oh, you bulk it out?
- 12 A. Yeah.
- 13 Q. Typically.
- 14 A. Yeah.
- 15 Q. Interesting.
- 16 A. Yeah, and actually, that day, I had a heavier load in the
- 17 morning. Not a heavier load. We had more freight in Sun Valley
- 18 than what I could take. So they blocked me on time which is
- 19 unusual. I usually don't leave until an hour later than when I
- 20 left that day. And they -- because they were sending a second
- 21 airplane. So they loaded what they could on me. Sent me off and
- 22 then loaded the spare airplane.
- 23 Q. That's good. Just trying to get my head straight in this.
- 24 How many would you say -- how many routes, cycles, have you flown
- 25 to Sun Valley and Salt Lake City? You doing five a week, five a

1 week?

2 A. In the -- yeah, in the 20 years or just --

3 Q. Well, the last year, six months, a month, whatever.

4 A. Since -- yeah, since January when I took this route -- geez.
5 Probably 28. Sorry.

6 Q. You're flying five a day?

7 A. No, one time a day.

8 Q. One round trip. Five a week.

9 A. I go -- five a week.

10 Q. Five a week. I'm sorry.

11 A. Yep. Five a week for seven weeks -- or seven months.

12 Q. Yeah. So it wasn't anything --

13 A. No. It's -- and it's a light workload. I mean, really, you
14 go there. You fly for an hour-and-a-half. You're there for the
15 day. You fly for an hour-and-a-half back. I have a total of
16 maybe an hour in the morning here and an hour in the afternoon
17 there between when I get there and when the flight arrives. So
18 add another two hours onto that three hours. That's my workday.
19 It's a five-hour workday.

20 Q. Well, that's interesting. How far down the runway did you
21 come to a stop? Where did you come to a stop?

22 A. When I landed here? I was at Alpha 4. Which is roughly
23 4,000 feet total. It's nowhere near halfway down the runway even.

24 MR. VANDERKAMP: You covered most of the questions I was
25 going to ask. So that's all I have for now.

1 MR. ETCHER: Thanks. Albert?

2 MR. VANDERKAMP: Thank you.

3 BY MR. NIXON:

4 Q. I just got a few questions for you. Just a few -- just from
5 the background. I think we covered the trip just now. It's an
6 hour-and-a-half duration approximately.

7 A. Yeah.

8 Q. From Sun Valley. Okay. You said you weren't fatigued but
9 just to back up. The three days prior to -- you know, the flight
10 on the accident day, nothing going on personal or work that's any
11 different than normal that would --

12 A. No, no.

13 Q. -- affect you or anything. The -- just kind of going into
14 the -- kind of coming in. You mention you saw -- I guess you saw
15 this west of the field, you know, the thunderstorm and all that
16 good stuff. What -- I think you said you had weather radar.
17 Right? In the airplane. Is that correct?

18 A. Well, we have NEXRAD which is -- it's doppler radar that gets
19 downloaded to the airplane on a screen. I also do have radar but
20 flying in here, there's really -- there was no point to have it
21 on. Because it's -- the storm was way above where my radar would
22 have been picking it up. Right.

23 Q. Okay, I got you. Because you're down in the pattern.

24 A. Yeah, yeah.

25 Q. I mean, just in general, how would you rate that? Would you

1 say it's good or is it kind of -- all your weather that you get in
2 the airplane.

3 A. No, we use it a lot. And we use it to cross-reference with
4 our radar when we have radar on when we're flying in soup which
5 happens pretty much all winter long.

6 Q. Then let's say I'm a new captain, you know, you're the lead
7 pilot. I'm in Salt Lake obviously. Obviously, I'm going to get a
8 lot of that in ground school and FlightSafety. What do you do
9 when I'm flying the airplane? Because it's -- you're out here in
10 the Rockies. You got a lot of mountains you're going to
11 -- and obviously, you know, it's pretty standard or at least you
12 mentioned. But what kind of training do I get in the airplane for
13 thunderstorm avoidance like from you? Do you cover any of that
14 yourself?

15 A. Well, we kind of have to make sure that we're training
16 somebody when it's thunderstorm season because otherwise you can't
17 really -- you can tell them all about it but until they experience
18 it --

19 Q. Oh, of course. Yeah. Of course.

20 A. -- you can't really do anything. Right. So for the most
21 part, it's do what you've always been told. It's give yourself 20
22 miles from any storm. And if you see something over there, get a
23 diversion from center and have them -- let you go 20 miles that
24 other direction so you can go around it.

25 Q. So when you were threading the needle coming from Sun Valley,

- 1 were you 20 miles?
- 2 A. Oh, I had 50 miles --
- 3 (Crosstalk)
- 4 A. -- on either side of me going between cells.
- 5 Q. Now, how does that relate to takeoff or landing though for
- 6 the 20 miles? Same thing?
- 7 A. You know, when there's a storm over --
- 8 Q. I'm a new captain. I'm asking the question. I don't know
- 9 any better.
- 10 A. When there's a storm over the airport, you have to be paying
- 11 attention and ask tower what's going on. You know, that's one of
- 12 the things I probably should have done on final is what are the
- 13 winds. Wind check.
- 14 Q. If I heard right, you said they didn't give you the winds.
- 15 The tower didn't give you an update on the winds or anything the
- 16 whole time on final there. As far as you remember.
- 17 A. Not that I recall after I was clear to land.
- 18 Q. Then going back to downwind you mentioned, or coming in, were
- 19 you -- it sounds like there's some pretty good gusts probably high
- 20 in the pattern. Was the airplane -- were you having to put some
- 21 correction in to avoid drifting a certain --
- 22 A. Yes.
- 23 Q. -- directional downwind?
- 24 A. Yeah. When I -- well --
- 25 Q. Was it --

- 1 A. -- not really --
- 2 Q. -- pretty substantial or something you noticed?
- 3 A. Not on downwind. Actually, downwind was pretty
- 4 straightforward. It was when I turned in final behind the 7-5, I
- 5 was crabbing --
- 6 Q. You starting to notice the wind --
- 7 A. Yeah, yeah.
- 8 Q. -- was pretty --
- 9 A. I was crabbing into the wind below. Yeah.
- 10 Q. Were you expecting wind shear from your forecast or anything?
- 11 Did they have anything about potential wind --
- 12 A. No.
- 13 Q. So you weren't -- you were just (indiscernible) for the 7-5
- 14 and everything else. Right?
- 15 A. Yeah, yeah.
- 16 Q. Trying to beat the storm in, obviously. But other than that,
- 17 that was --
- 18 A. Yeah.
- 19 Q. That was probably your concerns I'm assuming. Right?
- 20 A. Yes.
- 21 Q. You came in on the approach. We already talked about. Where
- 22 were you to your best recollection when you got that call from
- 23 tower about the wind shear? You said it was just a general wind
- 24 shear warning of the airplane in front of you but nothing else.
- 25 A. I was probably three-mile final.

- 1 Q. So you were about three miles now.
- 2 A. Yeah, yeah.
- 3 Q. And you just said wind shear from the 757 basically was all
4 they said.
- 5 A. Yeah, reported wind shear. Yep.
- 6 Q. Did you change any of your actions from that point until the
7 go-around?
- 8 A. No. Because I wasn't experiencing anything other than the
9 correction I was having to do for the winds. And they weren't
10 gusting at all. So my correction was maintaining runway center
11 line.
- 12 Q. Were you working kind of overtime on short final to keep the
13 alignment or was it not too bad?
- 14 A. No. It was pretty steady. The wind was real steady. I
15 think that that storm or -- yeah, the cell put out some wind right
16 when I was landing.
- 17 Q. Landing.
- 18 A. Because I wasn't having to do anything special.
- 19 Q. So nothing really caught your attention until
20 unfortunately --
- 21 A. Until right when --
- 22 Q. -- you almost committed --
- 23 A. Yeah.
- 24 Q. Did you already -- you said you were kind of flared. And
25 once again, I don't fly your airplane. But when do you start your

- 1 flare approximately all things being equal? You know, no wind.
- 2 A. Twenty feet.
- 3 Q. Twenty feet.
- 4 A. Yeah.
- 5 Q. So you start to bring the nose up and about when do you put
- 6 your power? Once again, no wind. Approximately.
- 7 A. About 10 feet.
- 8 Q. On this approach --
- 9 A. And you maintain a little --
- 10 Q. -- because of the wind, are you keeping the power in a little
- 11 excessive?
- 12 A. Um-hum.
- 13 Q. Then do you guys do any type of gust correction on your air
- 14 speeds for final or anything or do you not put any factors in?
- 15 A. No. Not really.
- 16 Q. So you fly whatever speeds you calculate regardless of gusts
- 17 or anything.
- 18 A. Right, right.
- 19 Q. So you're coming in. The only thing different is you're
- 20 keeping the power in longer in your flare. Correct? That's the
- 21 only difference.
- 22 A. Right.
- 23 Q. Because of the winds?
- 24 A. Um-hum.
- 25 Q. You mentioned -- you started to flare. At some point, the

1 airplane went sideways, obviously, off to the right. How close
2 did you get to the runway, would you estimate, above the ground?

3 A. I was probably five feet.

4 Q. Five feet.

5 A. Um-hum.

6 Q. Then was that when the airplane started drifting or was it
7 starting to drift before you made the five feet?

8 A. No. Well, I was probably higher than that when I started
9 drifting. And that's when I told them I was going around and
10 added power. But I probably continued to descend to that five
11 feet.

12 Q. Of course. Because you got momentum and stuff.

13 A. Because you got -- yeah.

14 Q. Yeah, exactly.

15 A. And you're waiting until the --

16 Q. Power has got to come out of there.

17 A. Come up. Yeah.

18 Q. Given all that -- so about five feet is when you make your
19 decision to go around it sounds like. Correct? Above five feet
20 above the ground roughly?

21 A. I would say it was more like 10 feet --

22 Q. Ten feet.

23 A. -- was when I told them I was going to go around. But I got
24 to five feet before I actually was able to get anything happening
25 because spooling up the engine.

1 Q. And you mentioned your limitations. I think -- correct me if
2 I'm wrong -- but at this weight, would it be at the 40-knot
3 crosswind limit or the 35? You mentioned a couple figures to put
4 on your weight. Given your weight on this one -- just run it
5 through me one more time. Would be your crosswind limitation.

6 A. Would be a 35-knot crosswind.

7 Q. Thirty-five. And then, this is a question -- I'm a new
8 captain, a single -- you know, pilot type airplane for the most
9 part. How do you calculate the crosswind? Do you do it when you
10 get your ATIS? Or what do you do it and when did you do it this
11 time to calculate your crosswind component, your last time?
12 Because you can't do it on final, obviously, because you're --

13 A. Right.

14 Q. -- flying the airplane. But --

15 A. And it's when you get the ATIS and you're coming on downwind.
16 This is what the forecast wind is. You know, okay.

17 Q. Sure.

18 A. So that should be fine. I got no problem with doing that
19 wind.

20 Q. Do you remember what your last calculation was for the
21 crosswind?

22 A. I don't.

23 Q. You don't. Was it going to be sporty like approaching that
24 limit or was it way below? Do you remember? In general at all.

25 A. It should have been a real normal landing. Nothing really

- 1 crazy.
- 2 Q. So nothing that really --
- 3 A. No.
- 4 Q. -- raised the -- got your concern up.
- 5 A. Yeah, yeah.
- 6 Q. You just thought it was -- it had been a little challenging
- 7 but nothing special.
- 8 A. Right.
- 9 Q. Have you had anything crosswind-wise where you got --
- 10 basically, I think your words were, you got pretty much thrown
- 11 sideways.
- 12 A. That's -- that is the only event I've ever had like that.
- 13 Q. Had that -- because you got a lot of hours.
- 14 A. Yeah.
- 15 Q. Nothing like that where you got --
- 16 A. No.
- 17 Q. Where it took like you that.
- 18 A. And I said --
- 19 Q. Like a giant hand pushing you --
- 20 A. No.
- 21 Q. -- off the runway type.
- 22 A. That's exactly what it was.
- 23 Q. That's what (indiscernible) felt like. Don't want to put
- 24 words in your mouth.
- 25 A. The -- no, when I was flying in Moab, we were flying 206s and

1 207s. And consistently, we had a 25-knot crosswind.

2 Q. So you're --

3 A. Every -- yeah.

4 Q. (Indiscernible) areas that you're used to, obviously.

5 A. Yeah, yeah.

6 Q. Now, help me out now. So five feet or ten feet -- I'm not
7 going to hold you to any feet. But you know, at some point close
8 to the runway, you decide, hey, this doesn't look good because
9 your airplane is being shoved off.

10 A. Yeah.

11 Q. You're worried about staying on the runway or landing on the
12 runway. So you went around. So just make sure -- you -- before
13 the go-around, your landing is at 20 degrees flaps you had set for
14 landing?

15 A. Yeah.

16 Q. When you went around, the flaps are 20 initially. Correct?

17 A. Right.

18 Q. Then did you do the go-around or did you the wind shear
19 escape, whatever you want to call it, recovery? Which one did you
20 do? Just the go-around or -- at the time. What procedure did you
21 try in your head where you're trying to think of.

22 A. I was like, let's get some power going and get this plane
23 climbing because --

24 Q. So you were just kind of just want to get out of dodge
25 basically.

- 1 A. Yeah, yeah, yeah.
- 2 Q. Do you remember -- did you get -- we talked about the -- I
3 don't know if it's max or whatever -- the emergency power. Did
4 you tap into that or was it just full power type thing? Do you
5 remember?
- 6 A. I don't know. When -- after the airplane came to a stop,
7 it's -- the engine -- I'm not sure if you're familiar with PT6 but
8 it's a split-shaft engine. So the propeller had stopped because
9 it had run into the ground but the engine was running full blast.
10 Because of the impact, I pushed the throttle all the way forward
11 on the -- and it was still whining like --
- 12 Q. No kidding.
- 13 A. Yeah, yeah.
- 14 Q. So it was probably screaming it out. Yeah.
- 15 A. So it's like let's shut this thing down before we have a fire
16 starting.
- 17 Q. Yeah, yeah.
- 18 A. Yeah.
- 19 Q. Going back, do you remember what power setting it was before
20 you --
- 21 A. No.
- 22 Q. -- shut it off? But you definitely --
- 23 A. Oh, it was all the way --
- 24 Q. Definitely --
- 25 A. It was --

- 1 Q. We dodn't know if --
- 2 A. -- all the way up.
- 3 Q. -- it was full power, that emergency reserve, or max power,
- 4 whatever you want to call it.
- 5 A. Yeah.
- 6 Q. You don't know if you tapped into that.
- 7 A. Yeah, I don't know what it was doing.
- 8 Q. Got you. Then I know it happened quick. But he kind of
- 9 touched upon it. You started your climb out. You got 30 feet AGL
- 10 roughly. Did you control the movement from the sideways or did
- 11 that go away at the time or were you still -- when you went in the
- 12 ground? You still getting pushed sideways?
- 13 A. So initially, when I started my climb, I lowered the left
- 14 wing to counteract the drift.
- 15 Q. Yes.
- 16 A. And I think that's evident because the left wing has a little
- 17 bit of a drag on it. And I'm pretty sure that was the only time
- 18 that it impacted the ground. And I don't know if that was when I
- 19 was coming down or what. But I'm pretty sure I was crabbed in or
- 20 turning into the wind to counteract the side gust.
- 21 Q. Do you remember about how much bank you had, left bank?
- 22 A. (No audible response.)
- 23 Q. You don't recall. So basically, you got --
- 24 A. Twenty-five degrees maybe or twenty degrees.
- 25 Q. Power up, left bank, and then next thing you know, you're --

1 is that about how --

2 A. Yeah, yeah, yeah.

3 Q. You think -- I mean, you didn't really have a chance to think
4 of anything. Right?

5 A. Right.

6 Q. That's kind of what I thought but I just wanted to make sure
7 I'm thinking the way you saw it basically.

8 A. Yeah. Yeah, I don't think -- my main didn't touch the
9 runway. It came down and was on -- I was on the side of the
10 runway in the shoulder.

11 Q. Could you kind of explain the touchdown? Did it kind of roll
12 to a quick stop or just kind of give me a quick version of that.
13 (Indiscernible) version of how that came to rest.

14 A. Yeah. So the inertia of the airplane coming down first
15 ripped off the left main. And then, the nose gear collapsed
16 because the nose came down. The propeller dug in. I went up on
17 the nose. Slid on the nose for about 100 yards before it came to
18 a stop and then it came back down.

19 Q. It came back down. Okay.

20 A. Yeah. And the -- I know that the inertia of the airplane
21 coming down was substantial because the rear of the fuselage has
22 some wrinkles in it. And the rear of the fuselage never impacted
23 the ground.

24 Q. You know, now, you're -- I'm sure you're -- it was probably a
25 wake-up call to say the least. But so you're sitting there. You

1 talk about the engines whining because of the situation. What
2 actions -- you kind of talked a little bit about (indiscernible)
3 shutting the engine down. But what all did you do before you
4 egress the airplane? What switches or buttons did you shut off
5 or --

6 A. Shut off the engine. Pulled the fuel cutoff. Pulled the
7 firewall shutoffs. Shut off the overhead fuel flow or the fuel
8 valves. Turned off all the electrical but all the electrical was
9 off. I think the engine coming through the front of the firewall
10 damaged the electrical panel that's in the front. Because I
11 didn't have anything. All my radios were dead. Everything was
12 dead.

13 Q. Then as far as -- did you -- you couldn't make a call,
14 obviously, because your --

15 A. Right.

16 Q. You know, your radios are out. But I think you said you were
17 texting your compadres in the air.

18 A. After I got out of the airplane. Yeah. So I grabbed the --

19 Q. Was there any smoke in the cockpit or did you smell anything?
20 Got you. So you just --

21 A. There was some smoke coming from the engine cowl when the
22 ARFF guys pulled up. And they applied a fire extinguisher to it.
23 I think it was just the heat from the engine running at full
24 blast.

25 A. I see.

1 Q. Because there wasn't any flame. I think that's most of it.
2 Just one more time as a new captain thing. So we talked about the
3 go-around/whatever you want to call it -- escape maneuver. You
4 said before, I just want to make sure I understood correctly. So
5 you're at 20 degrees of flaps for the landing but you don't recall
6 if you changed that setting during that go-around per se. Is that
7 correct?

8 A. Yeah.

9 MR. NIXON: Let me just review -- I think we get two rounds.
10 Right? Is that what you said?

11 MR. ETCHER: Yeah.

12 BY MR. NIXON:

13 Q. I might have some more follow-up after I look through my
14 notes here but I appreciate -- but bottom line for you was -- I
15 mean, you're thinking you're touchdown -- you're going to hey
16 cool.

17 A. Yeah, yeah.

18 Q. I mean, it happened about that quick. Right?

19 A. Yeah, yep.

20 Q. Where the thing I mean just kind of surprised and next thing
21 you know, boom, you're there on the ground. Right?

22 A. Yeah.

23 Q. How hard was the actual initial touchdown? Was it -- did you
24 feel like you get in a downburst where it was harder than -- a lot
25 harder than normal? Or was it more --

1 A. Initially, when I landed or when I got out of the airplane, I
2 was feeling like my lower back had compressed a little bit because
3 of the impact.

4 Q. I see. So it was definitely a hard impact then.

5 A. So when I went to the hospital and got checked out, they did
6 an MRI of my head and also my back and everything came -- they
7 were like, there's nothing that we can see that's going on.

8 Q. And just kind of a general thing. After any type of
9 incident, at least for me as a pilot -- I'm always going through
10 the emergency -- crap, did I do this. You know, you second guess
11 yourself.

12 A. Right.

13 Q. You go through every manual.

14 A. Right.

15 Q. Everything that's written on that thing. We talked about
16 training. We talked about the sim, airplane, ground school, all
17 the way through the whole spectrum. Your own personal technique,
18 habits. Is there anything you can impart to us that would help
19 mitigate something like this? You know, I'm that new captain.
20 You wouldn't want me to have the same -- hopefully not --
21 experience. That it may not come out as good for me. So I'm
22 asking, hey, you know, Captain King, anything you can impart to me
23 that's a lesson learned?

24 A. If you -- I don't know. If you feel like there's a
25 situation, don't hesitate to go around. Which is where I was at

1 with that. It's like, okay, this is the situation. I need to go
2 around. I wish that I'd gotten information or input from the
3 storm or from whatever was going on that it wasn't going to go
4 well earlier than I did. Because everything until I was there was
5 -- this is a normal landing with a crosswind. Not anything crazy
6 about it.

7 MR. NIXON: Got you. Well, that's all I got for now.
8 Appreciate it, Captain.

9 MR. ETCHER: Thanks, Albert. Kerry?

10 BY MR. SHUMWAY:

11 Q. So it's been a while since I've been around a 208. I can't
12 visually visualize the flap lever location.

13 A. It's just to the right of the fuel cutoff. It's in the
14 quadrant.

15 Q. Right to the right of the quadrant.

16 A. Yeah, yeah.

17 Q. Understood.

18 A. They're all right there.

19 MR. SHUMWAY: Yeah. That's kind of what was I was thinking.
20 That's really all I had.

21 MR. ETCHER: Thanks, Kerry.

22 MR. SHUMWAY: Thank you.

23 MR. ETCHER: Paul, any questions, sir?

24 BY MR. SUFFERN:

25 Q. Yeah, I just got a few. Thank you so much for your

1 afternoon, Captain King. And first of all, I'm very thankful that
2 you're okay. So that's really good news. So a few -- first, a
3 few of my questions are kind of follow-up on what other folks have
4 asked there. I think you stepped through very, very well kind of
5 what you -- what weather things you view in pre-flight. You
6 mentioned, I believe, METARs, TAFs, and kind of weather radar
7 NEXRAD. Is that correct?

8 A. Correct.

9 Q. Is there any other kind of graphical weather information that
10 you view before the flight?

11 A. Not generally in the summer. If I'm doing winter flying for
12 sure because we've got a lot more things to think about. But in
13 the summer, it's thunderstorms. And in our area, they're pretty
14 single cell. So avoiding them is pretty easy because they're
15 visible. You can see them out there. You just go, okay, I'm
16 going to go around that guy.

17 Q. Thanks. Then just for reference, what kind of weather
18 information do you recall reviewing in flight?

19 A. I'm not sure I understand your -- you mean, like
20 specifically?

21 Q. Yeah, yeah. I believe you mentioned -- and forgive me if I
22 pronounce it. It's FIS-B is the weather. Is that what you were
23 mentioning earlier --

24 A. Yeah.

25 Q. -- as far as -- okay.

1 A. Yeah, it's our FIS download weather. So basically, I have
2 that up the whole time I'm flying just to keep an eye of where the
3 doppler radar is showing that cells are. And like I said, it's
4 got a five to ten-minute delay but it gives you a good idea of
5 where things are. And other than that, it's get ATIS from Salt
6 Lake when you get here. And base your decisions on that
7 information.

8 Q. When you're downloading that, that weather, are there other
9 overlays that you put on that or is it just you touch and click --
10 you know, weather radar is the only option. You can't put other
11 things overlay or anything like that.

12 A. It depicts wind speed and direction at the altitude we
13 choose. I usually am at the altitude that I'm flying. Either
14 12,000 or 15,000 feet. But I think --

15 Q. Does it have -- okay, sorry.

16 A. I was going to say, but I think that the readout that we get
17 on our G600 which is the heads-up display is more accurate because
18 it's interpreting the weather that your -- or the wind speed and
19 direction as you're flying along.

20 Q. Are there options -- being not familiar with that overlay, is
21 there an option to overlay lightning on the weather radar or
22 METARs or forecast products?

23 A. That's also depicted on the GMX 200. And you have to select
24 that. But it's -- I usually have that up. I wasn't seeing
25 anything lightning-wise out of that cell that was in Salt Lake.

1 Q. Do you recall seeing lightning in any of the cells that day
2 even the ones that were 50, 60 miles away there in Southern Idaho
3 when you were taking off?

4 A. Yeah. The Southern Idaho/Northern Nevada cells had some
5 lightning. And also the ones that were on the east. They were
6 probably over by the Uinta or Wasatch Mountains.

7 Q. Then what -- so it sounds like you do have weather radar
8 capable onboard the aircraft there. Is that correct?

9 A. Yes.

10 Q. What -- when do you typically -- it sounds like for the
11 accident flight, that was not on. Correct?

12 A. Correct.

13 Q. When do you typically turn that on?

14 A. If it looks like I am going to need to figure out how to get
15 around a thunderstorm and there's several cells that I need to
16 figure out how to go where I'm going to go. But there was so much
17 distance between the cells that I was being shown that there was
18 really no reason to turn on the weather radar. It probably
19 wouldn't have showed me anything.

20 Q. And not being familiar with this type of weather radar, is it
21 manually tilted so that you in the cockpit have to tilt things up
22 and down to view the weather?

23 A. Yes.

24 Q. Is there any company policy as far as when the weather radar
25 should be on or not?

1 A. No.

2 Q. No. Did you -- when you were at Corporate Air, is there any
3 -- going back to, I believe, what Albert was saying pretending I'm
4 a new pilot and getting in training, is there any kind of training
5 that you receive on how to use the weather radar or is it just
6 kind of understood that by the time you're flying this particular
7 plane that you should know how to do that as a pilot?

8 A. No. We go through the operation and how to set it up and to
9 get a return from the -- what's out in front of you at your
10 altitude based on what -- how far you are above the surface.
11 Again, it's very difficult to do any training with if you don't
12 have any weather to depict. So say this is how you do it and
13 hopefully we'll get weather and we can actually show them how it
14 works when we're doing that training. But it doesn't always work
15 that way.

16 Q. I understand. Yeah. That's great. In your training, it
17 sounds like, that you had nine months previous on wind shear and
18 all sorts of things. In the classroom setting that you had it
19 sounds like you both had simulator and in-class there. In the in-
20 class, did they give any pictures or visual clues of what a
21 downburst or microburst looks like out west?

22 A. Yeah. So that you are aware, most downdrafts, you know, if
23 you're on an approach and -- you're going to initially get a
24 headwind because of the outdraft from the downdraft. Then as you
25 fly through it, you'll end up having a tailwind on the other side

1 because it's got the outdraft going the other direction. And what
2 to do when you're flying through that kind of a situation.

3 Q. I believe I know. That's a ton of a diagram. But do they
4 have any real-world pictures of here's a cumulus cloud and here's
5 what virga or something like that looks like in, you know, just
6 say Southern Arizona. And this one produces wind and this one
7 doesn't. Do they have any real-world pictures like that or do
8 they just use the diagram like you had mentioned?

9 A. No. There were a few pictures.

10 Q. Do you recall what they were like? I know I'm going back
11 nine months here so --

12 A. Mostly they were just showing the gust front that was
13 associated with a thunderstorm. But it wasn't a moving picture.
14 It was just showing you the outflow.

15 Q. I believe one of you other folks had a question. Have you
16 ever been in wind shear or downburst or anything like this before?

17 A. Very occasionally. Maybe -- I would say in the last 20 years
18 in Salt Lake, I've seen something like that once or twice other
19 than the time that I experienced it last month.

20 Q. Do you recall when you -- the one or two other times that
21 you've experienced it in Salt Lake, do you recall if air traffic
22 had given you any information before you experienced that?

23 A. Yeah. The time I'm thinking of, they actually had -- the
24 closed the airport because there was a front moving through and
25 the turbulence associated it -- with it was fairly severe. So

1 they had everybody hold before they allowed us to -- and let it
2 pass before they allowed us to come through.

3 Q. So during that scenario, you just sat in a holding pattern
4 waiting for it to get better?

5 A. Right. Got bounced around a lot. That was about 20 years
6 when I was in a Navajo.

7 Q. So if the airport, Salt Lake in particular, is experiencing
8 any type of wind shear, you would have an expectation as a pilot
9 that if air traffic is receiving those reports, that they're going
10 to pass along that information to you as a pilot?

11 A. Oh, yes. And they've been very good about it if needed to
12 be. But like I say, we don't experience that kind of an event in
13 the Salt Lake Valley. It's pretty rare.

14 Q. Yeah. Now, would you expect someone from the TRACON or
15 anything like that to provide that information or just use the
16 information from tower as you're getting closer to the airport?

17 A. I think it would depend on how widespread it was. And if it
18 was specific to the airport, I think the tower would probably do
19 that. But if it was widespread, I imagine TRACON would also be
20 alerting people.

21 Q. Now, is there anything -- and I'm just going to talk in
22 general. Is there anything weather-wise that you used as a pilot
23 that you wish worked better. For example, the National Weather
24 Service does -- has a difficult time getting the weather right in
25 their TAFs for Idaho Falls or Salt Lake or there's too many

1 SIGMETs or -- is there anything weather-wise that doesn't work as
2 good as you hope it would?

3 A. Well, specifically, at Sun Valley, yes. For some reason,
4 they always change the TAF to match the METAR after the METAR
5 shows that the TAF is completely wrong especially in the
6 wintertime. So I'll launch to go to Sun Valley and the TAF says I
7 can -- when I get there, the weather should be good. And when I
8 get there, the METAR is still saying the weather is bad and it's
9 not going to improve.

10 So then they'll amend the TAF to match the METAR. And then I
11 end up diverting after the fact when I could have just saved my
12 time and diverted before that. But for the most part, no, the
13 Weather Service is really good.

14 Q. Then that's great information about Idaho. Any challenges,
15 you know, weather forecast wise on anything in the Salt Lake area?

16 A. No. Salt Lake is really good about getting the forecast and
17 the weather information out as far as flight planning goes.

18 Q. Then my final question -- you as a pilot, you -- for example,
19 you just won that mega million bazillion dollars last week or
20 something like that and could have any weather resource or tool or
21 anything like that because even though you won a billion dollars,
22 you still want to fly. And what is a weather tool that you wish
23 that you had as a pilot?

24 A. A crystal ball. It's -- wow. No, you know, I live my life
25 by weather and so I'm very interested in it. I'm always checking

1 and seeing what's going on and what I can anticipate is going to
2 happen. And I'm very surprised when an incident like this one did
3 with me because I didn't think that that was going to happen. But
4 the only way to be prepared for an event is by checking whether
5 and knowing what's going to be potentially on the horizon. And I
6 don't know that there's -- I think forecasters do the best they
7 can but they are limited. I mean, we're all human beings. We can
8 only come up with the answers to what we have information to
9 derive those from.

10 MR. SUFFREN: Thank you. I really appreciate your time
11 today, Captain King. And those are all the questions I have for
12 right now. Thanks.

13 MR. KING: You're welcome.

14 MR. ETCHER: Thanks, Paul. David, do you have any questions?

15 MR. OYLOE: No, I do not.

16 MR. ETCHER: I'm sorry. Say that one again. You kind of
17 were garbled.

18 MR. OYLOE: No. David has no questions.

19 MR. ETCHER: Thanks, David. We're getting ready for round
20 two. It's always a lot less. I only have like 36 pages of
21 questions here to go through. No, I'm just kidding. But do you
22 need a break or anything for a few minutes? Do you --

23 MR. KING: I'm good.

24 MR. ETCHER: You want to keep going?

25 MR. KING: Yeah.

1 MR. ETCHER: Know full well -- just --

2 MR. KING: Yeah.

3 MR. ETCHER: -- say you need a break. Everybody else good
4 for now?

5 MR. KING: No more coffee?

6 MR. NIXON: I didn't get any.

7 BY MR. ETCHER:

8 Q. I know -- I want to say it was Albert maybe asked where you
9 touched down or came to a rest out there on the runway. You said
10 about 4,000 feet or so. What's your normal touchdown point that
11 you aim for?

12 A. The touchdown landing zone. It's -- that's where we're
13 supposed to land. Because we have an 11,000-foot runway out here
14 and our ramp is down on that end of the ramp, a lot of times tower
15 will give us a long landing clearance fairly frequently. But
16 obviously, that day wasn't one of them.

17 Q. On that day, I know there was weather and all that, things
18 happen quick. But were you aiming for any particular point to
19 land?

20 A. Yeah, that point. And I probably stopped about 1,000 feet
21 past that.

22 Q. So you were aiming for the end of the touchdown zone then?

23 A. Yeah. Well --

24 Q. Right? 3,000 feet.

25 A. Well, the markers. Yeah.

- 1 Q. Right. The last marker?
- 2 A. No. The main --
- 3 Q. Oh, the --
- 4 (Crosstalk)
- 5 A. Yeah.
- 6 Q. The 1,000-foot marks?
- 7 A. Yeah, yeah.
- 8 Q. I just wanted to make sure I had where you were landing.
- 9 Perfect. And you said you landed about 1,000 feet.
- 10 A. I probably touched down at 1,000 feet past that and then slid
- 11 another 100 yards beyond that before the airplane.
- 12 Q. Perfect. I know you do some IOE or OE or however you guys --
- 13 A. Um-hum.
- 14 Q. Whatever you guys call it here with new hires. Since you do
- 15 that, in your -- what is your impression of pilots when they come
- 16 on? Are they coming to you adequately trained or do you really
- 17 have to do a lot more training to get them up to a Corporate Air
- 18 pilot level?
- 19 A. Recently, they are generally lower-time pilots and we've had
- 20 to do some training to try and get them up to speed. But our
- 21 training crew does a really good job of training them and making
- 22 sure that they're capable before they sign them off and we get
- 23 them online. But experience is the thing that makes the
- 24 difference of a pilot. Right? And until you get those
- 25 experiences, you're learning. I don't know if that really answers

1 your question but --

2 Q. It does. It helps. It gives me one more question onto that.

3 If -- you say they're coming to you kind of low time pilots.

4 What --

5 A. Like --

6 Q. How many hours do they typically come here with?

7 A. So our company our company typically is required 1500 hours
8 minimum time to hire somebody. And I think they've been saying,
9 well, depending on it, we will maybe hire somebody at 1200 hours
10 because we need people. Right. So -- and a lot of them don't
11 have a lot of practical experience. You're interviewing Zach
12 tomorrow. I think when he came to work for us, he had 100 hours
13 of actual time, if that much. Most of it was probably hood time.

14 So I don't think he has -- yeah, he's -- so -- and you know,
15 I mean, even -- what -- I've got -- I was surprised when I figured
16 it out but I've only got a few hundred hours or several hundred
17 hours of actual time after flying 20 years. So it's hard to go
18 out there. You don't get that. Unless you're an airline pilot
19 and you're doing it all the time.

20 Q. No, that helps a lot. So I appreciate that. And forgive me,
21 I don't remember who asked the question. But you had said on the
22 -- I'm kind of jumping around here with the questions --

23 A. Yeah, yeah, yeah.

24 Q. -- so I apologize. On the -- as you were coming into Salt
25 Lake to land on the downwind, you didn't have much correction,

- 1 much crab.
- 2 A. Uh-uh.
- 3 Q. But you said once you got on final, that's when you had to
- 4 put the crab in?
- 5 A. Yeah.
- 6 Q. Can you just give me kind of a ballpark idea? Are you
- 7 talking like just a little bit or are you talking like 20-degree
- 8 crab? Kind of help me understand --
- 9 A. I had probably 20 degrees of crab as I was --
- 10 Q. To the left?
- 11 A. To the left as I was flying final.
- 12 Q. And that was the whole way down on final. Did it increase,
- 13 decrease on final, the amount of crab you had to put in?
- 14 A. No. It was pretty steady the whole time.
- 15 Q. Perfect. When you apply power on the go-around -- you've
- 16 done go-arounds before, I assume. A few here and there.
- 17 A. Yeah, yeah.
- 18 Q. Maybe not --
- 19 A. It's not real often. Yeah. I mean, it's just -- yeah, I
- 20 mean, you train for it. Right. Every instrument that's a
- 21 practice approach, you go around. But when it actually happens,
- 22 it's very infrequently. Most of the time you make it down to
- 23 minimums and you land. But there are those times and you go
- 24 around.
- 25 Q. So think back to other go-arounds you've done.

1 A. Okay.

2 Q. When you added power on this one, did it feel like the normal
3 power that you would feel, that you expect to feel with a go-
4 around? And if it's been so long and you don't know how to
5 compare it, it's okay.

6 A. It was very different. Because most of the time when I've
7 gone around previously, it's because I'm executing a missed
8 approach or I'm doing something -- there's no -- I'm not dealing
9 with a tremendous sideload wind or downdraft wind. It's not an
10 escape maneuver so to speak. It's just, let's go around. But to
11 answer your question, the -- everything felt normal as far as
12 acceleration. Typically, when you push the power forward on a
13 PT6, it'll surge a little bit. And it -- I got some surge from
14 the engine as it was trying to catch up with what was happening.

15 Q. Is the power -- when you push the power forward, is there a
16 lag or is it instantaneous power?

17 A. No, there was a lag. It's a turbine engine.

18 Q. I just -- you know, sometimes --

19 A. Yeah, yeah.

20 Q. -- people are like, oh, there's no lag. Some are. So I just
21 wanted to know.

22 A. Yeah.

23 Q. So about six seconds of lag-ish?

24 A. Yeah.

25 Q. Lag-ish.

1 A. Yeah, that's a big. Six seconds would be a long time. I
2 don't think it's that long. But that's definitely -- like when
3 you were asking -- when I initiated the go-around versus where I
4 actually started going around, that's where I lost the additional
5 altitude is because the engine was catching up to the go-around.

6 Q. Perfect. Did you wear your seatbelt and the shoulder
7 harness?

8 A. Always.

9 Q. Is it a four point or five point?

10 A. Five point. Yeah. And I -- that saved me I'm pretty sure.
11 I probably wouldn't have come out as good as I did if I hadn't had
12 that on.

13 Q. Does the shoulder harness and everything, does it have --
14 does it automatically lock or do you have to manually lock the
15 inertial reel?

16 A. It's got -- no, you don't have to manually lock it. They
17 automatically lock. As soon as you pull on them -- in fact I
18 think that's probably why I was told a lot of our pilots take them
19 off while they're in flight because you can't reach over to the
20 glovebox and get fuel slips or do those things. I usually have
21 mine on all the time. If I take it off to reach over there
22 because it's restricting me, put it back on.

23 Q. And that's a good habit to be in.

24 A. It is, yeah.

25 Q. I assume the company has a policy that you must wear your

1 seatbelt at certain phases of flight?

2 A. Yes. Takeoff and landing.

3 Q. And by seatbelt, I assume you always have to have your lap
4 belt on --

5 A. Right.

6 Q. -- but just your shoulder harnesses you can pop --

7 A. Yeah.

8 Q. -- and release. I know it all happened fast. You came down
9 quick. Came to a stop really quick. And you heard the engine out
10 there running --

11 A. Um-hum.

12 Q. -- at good power. Did you pull out a checklist or did you do
13 -- did you shut it down from memory?

14 A. I shut it down from memory and then grabbed the checklist.
15 Corporate Air trains people to do and then the checklist is to
16 check. Right. So do, then check. I think that's one of the hard
17 things I have about training people. I'm like, you need to
18 develop flows so that you can do this and then grab your checklist
19 and make sure that you do this or that you did everything on the
20 checklist. But we have -- new hires usually are going down the
21 checklist. And that's good. Until they have their flows set up
22 or they know what they're doing, I don't have any fault with that.
23 They're doing what they need to do.

24 Q. Do you remember which checklist you ran?

25 A. It's the Corporate Air checklist. We have it on the --

1 Q. But was it like the emergency shutdown? Was it just an
2 engine shutdown checklist?

3 A. It was an engine shutdown check. Yeah, yeah. Or shut the
4 airplane down check. Yeah.

5 Q. I know we asked you and you said ATC only told you the 7-5
6 ahead of you landed reported wind shear. Did you hear the 7-5
7 report the wind shear?

8 A. No. He must have reported it to ground after he had exited
9 the runway because it wasn't on the radio or on tower.

10 Q. If tower would have added more to it such as, you know, they
11 reported a loss of 15 knots. I don't know. I'm just making up a
12 number here.

13 A. Right.

14 Q. If they had lost 15 knots on final, what would you have done
15 -- would you have done anything different than you did?

16 A. I might have done my go-around sooner than I did. Yeah. If
17 I'd had any indication that it was going to be that severe -- that
18 either the sidedraft or the downdraft -- yeah. I would have.

19 Q. How about if they'd told you they gained 15 knots, would that
20 have mattered? If they'd have said they gained 15 knots of
21 airspeed on short final?

22 A. Yeah. Because that would have meant that the wind had
23 shafted 180 degrees. And yeah, so I mean, either way. Yeah.

24 Q. I just -- I'm just trying to understand --

25 A. Yeah.

1 Q. -- what ATC can help us as pilots --

2 A. Right.

3 Q. -- make sound decisions. So that's good. I appreciate that.

4 A. Yeah.

5 Q. The weather radar on the airplane -- I know you didn't have
6 it on that day. Right?

7 A. Right.

8 Q. Correct. But -- and I know training pilots, you got to teach
9 them how to use it. And if it's a beautiful day like it is here
10 today, sunshine big time, how do you train a pilot to use that?
11 Do you just turn it on and say, well, it should show you
12 something?

13 A. You turn it on and you go through the -- what -- set-up
14 process. And you can train them because you can turn the tilt
15 down to where they are actually painting the ground. Then it
16 gives them an idea of what it's going to paint when it's painting
17 weather. So you go, okay. So now, you're painting the ground.
18 That's those mountains over there. See that. That's those over
19 there. Let's bring it up to where it's straight out in front of
20 us. See how it's not painting anything. Well, if there was
21 weather out there, you would get returns very much like that when
22 you're on -- pointed at the ground.

23 Q. Perfect. I know when it's beautiful out there like it is
24 today, kind of hard to do weather training.

25 A. Yep.

1 Q. So I just was curious. Is there anything training-wise --
2 you've went through a weather event. Is there anything training-
3 wise that would have helped you that you didn't -- they just
4 touched on a little bit during training or maybe they didn't cover
5 at all?

6 A. I don't think there was anything that -- I would like to say
7 yes, I think that there's something. But yeah, I don't -- the
8 only thing I think that might have helped was, like you said, if
9 I'd gotten more information from the tower about the nature of the
10 wind shear that the 7-5 experienced. Because then I would have
11 had that and been able to make a decision sooner than I did.

12 Q. Do you ever hear ATC ever say, you know, give loss of
13 airspeeds here?

14 A. Yeah. Not real often but yes, they do.

15 MR. ETCHER: I'm running through my notes and I think you've
16 literally answered every question I have so far. So I appreciate
17 it. And we'll let everybody else because they probably all have
18 some follow-up questions.

19 MR. KING: Some more?

20 MR. ETCHER: But I told you, it's a lot quicker the second
21 round.

22 MR. KING: Okay.

23 MR. ETCHER: Jim, any questions?

24 BY MR. VANDERKAMP:

25 Q. Appreciate all the great answers you've given already.

1 Painted a good picture. If You had been able to be successful in
2 the go-around, then what would you have done?

3 A. That's a good question. Gone out, got back in line, and
4 asked approach control what the weather was doing, what had
5 happened while I was in my go-around phase. Has that thunderstorm
6 dissipated or gone away or what's the nature of the wind and
7 everything doing right now. I don't think -- it seems like the
8 airport was closed for probably an hour after I -- I don't know
9 exactly but --

10 Q. The whole airport or just your runway?

11 A. The whole airport was closed for probably 30 minutes after
12 the event because they have to go out and clear all the runways.
13 Then the runway I was on remained closed probably until about
14 midnight or something that day, or that night. So obviously, by
15 the time they were having other aircraft landing, that system had
16 moved out of the area. But I think I would just query approach
17 control as to what the nature of the weather was doing and where
18 it was going.

19 Q. If you had to divert, where would you have gone?

20 A. This is going to sound funny but probably Pocatello. We
21 don't go to -- so we don't have services available in Ogden or
22 Provo. But we do if we go to Pocatello or to Twin Falls. The
23 locations we fly to. So I'm better off there. I have a vehicle.
24 I have fuel. I have TKS fluid if I need to get TKS. I've got
25 everything I need. I can't get that if I land in Ogden and I

- 1 might be dead in the water if I land in Ogden.
- 2 Q. Did you file an alternate?
- 3 A. Not that day. No.
- 4 Q. Wasn't required?
- 5 A. No.
- 6 Q. Did you have the fuel to go to that alternate?
- 7 A. I could have gone all the way to Pocatello. We usually --
- 8 our standard fuel load in Salt Lake for the Sun Valley route is
- 9 four hours onboard the airplane. So I can get here and fly two-
- 10 and-a-half hours --
- 11 Q. Could have gone back to Sun Valley?
- 12 A. Yeah. I could have -- yeah.
- 13 Q. Great. Just -- I have to ask this question. Did any -- the
- 14 idea of not wanting to divert anywhere ever enter into the
- 15 decision-making as to when you initiated go-around?
- 16 A. I'm not sure if I understand what you're asking. I -- it
- 17 never occurred to me that I might need to divert anywhere because
- 18 the -- everything said that this was going to -- should be fine
- 19 until it wasn't.
- 20 Q. Yeah. Until you were right down in --
- 21 A. Yeah. Yep.
- 22 Q. -- the weeds. Yeah. It's kind of get-home-itis kind of
- 23 question. I didn't think so but I really felt as though I had to
- 24 ask the question --
- 25 A. Yeah, yeah. No, that --

1 (Crosstalk)

2 A. I understand that. And no, that wasn't -- yeah, I --

3 Q. There's no burning need for --

4 A. No.

5 Q. -- you to be on the ground here --

6 A. No.

7 Q. -- in Salt Lake. Right?

8 A. When I'm flying a 208 around here in the wintertime, going
9 somewhere else is never not an option. It's like, okay, we're not
10 going there, let's go somewhere else. I'll have to go back to
11 that place eventually when it clears up enough to get there. But
12 going somewhere else is never a question. You just --

13 Q. Never a concern?

14 A. Yeah. You just do it. Yeah. And we have fuel to do that.
15 A lot of times coming in here in the wintertime, Salt Lake will be
16 fogged in for three days. And we don't get in. So then you go
17 back to Pocatello and you sit in a hotel in Pocatello for three
18 days until it opens up here. So --

19 Q. When you -- this is all done and you're having a pilot -- you
20 know, safety standdown and you're telling everybody, what are you
21 going to tell them? What are --

22 A. When I'm --

23 Q. -- the lessons learned from --

24 A. If you ever wonder about what's going on, do something, go
25 somewhere else, do something else. I -- and the probably is I

1 never had that inclination. Everything seemed like this was going
2 to be just another crosswind landing in Salt Lake. Until I was
3 not.

4 MR. VANDERKAMP: Thank you, Captain. Nice job. Appreciate
5 it.

6 MR. ETCHER: Anything else? You're good?

7 MR. VANDERKAMP: I'm done.

8 MR. ETCHER: Albert.

9 BY MR. NIXON:

10 Q. I get to play the captain on IOE again. Put my cap back on.
11 No, just a few more questions.

12 A. Sure.

13 Q. I appreciate everything. The -- Shawn stole my thunder on
14 that ATC call about the low -- you know, announcing the low-level
15 wind shear. If they gave you more details. But I guess my
16 question -- I'll rephrase it now -- would be, have you ever had
17 that in the past where they told you something like we talked
18 about; that you lost 15 knots or gained 15 knots? Have you had
19 that before? Said you've been flying a long time.

20 A. They do that here pretty regularly. If something is reported
21 by a previous aircraft, they give you usually a lot more
22 information than --

23 Q. So have you -- has that affected you? Like you went around
24 or did something different in the past when you got that detailed
25 call with the -- you know, with the --

1 A. No. Because I don't -- I guess the detailed call wasn't
2 specifically to me. I was on the downwind and I could hear tower
3 or whoever telling other aircraft, this is what happened. But
4 they're usually really good. All the airlines coming into Salt
5 Lake, if they report a wind shear event or something, the tower
6 keeps telling all of the inbound aircraft, as soon as they clear
7 them for landing, what the wind is doing and what the wind shear
8 is doing. And they gave me -- the winds were exactly what I had
9 anticipated they were when they cleared me to land which was, I
10 think, 3-0-0 at 20 gusting to 28 or something like that.

11 Q. So in the past when you got the -- sounds like you may have
12 got the detailed wind shears from airplanes in front of you.

13 A. Yeah.

14 Q. You're aware of it. You're awareness is higher. But it
15 didn't affect anything directly for your actions. Correct?

16 A. For our operations. Yeah. Yeah.

17 Q. Just want to make sure. Then you mentioned training on the
18 wind shear being done up there. I believe it's FlightSafety if
19 memory serves me right.

20 A. Yeah.

21 Q. But in the -- did -- were they no-notice type wind shears or
22 was your instructor saying, hey, here's the one on takeoff, or did
23 they kind of walk you into it or was it no-notice?

24 A. You kind of know the sequence of events.

25 Q. Yeah. Because you're like --

- 1 A. Right, yeah.
- 2 Q. -- usually your first takeoff --
- 3 (Crosstalk)
- 4 A. But --
- 5 Q. But are they talking you into it or are they --
- 6 A. They don't --
- 7 Q. -- it's a no-notice?
- 8 A. No, they -- no, it's a no-notice. Here you go.
- 9 Q. Got you.
- 10 A. And what are you going to do. And --
- 11 Q. So sometime, you know, when you're --
- 12 A. Yeah.
- 13 Q. -- just doing regular training, they're --
- 14 A. Yep, yeah.
- 15 Q. -- throwing it in there, basically.
- 16 A. Yeah.
- 17 Q. Got you. Then you mentioned you're kind of a management rep
- 18 as the lead pilot here. What -- I mean, I'm sure, you know,
- 19 either the phone and obviously maybe some type of Zoom or
- 20 something. I'm sure you're using a lot of that. But that being
- 21 said, in person, like the chief pilot -- I'm the new guy. I'm a
- 22 little worried about him coming through. How often does he come
- 23 through here?
- 24 A. At least once a year. We see them occasionally more often
- 25 than that. But we have -- our company operates five bases. So --

1 and our management personnel seem to go to the bases where they're
2 needed to be more often if that makes sense.

3 Q. Is Salt Lake one of those?

4 A. And Salt Lake isn't one of those. We don't --

5 Q. So it's not one of those.

6 A. We don't see our chief pilot -- it's usually once or twice a
7 year.

8 Q. So no news is good news --

9 A. And then we --

10 (Crosstalk)

11 A. -- see our check airman every -- like I was saying to --

12 Q. Three months I think --

13 A. Every three months. Yep. And -- yeah.

14 Q. So your chief pilot is a rare event here. Maybe annually
15 basically?

16 A. Yeah. So we're not a problem base.

17 Q. Just wanted to verify. Then finally, you know, once again,
18 that new captain. I've flown a bunch of other airplanes. But I
19 think I heard earlier or maybe it's from talking to other people,
20 this airplane doesn't have any -- I just want to make sure -- I
21 don't know if we said it in your interview or not. But this
22 airplane has no wind shear warning or anything. Correct?

23 A. (No audible response.)

24 Q. Yeah. That's what I understand.

25 A. It'll alert you to descent. If you were having a rapid

1 descent. And it's --

2 Q. And how is it --

3 A. It's --

4 Q. Is it an audio?

5 A. It's an audio. Yeah.

6 Q. Then did you get that on the go-around at all?

7 A. No.

8 Q. Then you -- I know we talked about the stall warning but you
9 didn't get the descent one?

10 A. No. And it's -- I don't know what exactly the amount is but
11 it's like 1,000 foot per minute descent.

12 Q. So if it's like (indiscernible).

13 A. Yeah, yeah, yeah. It would be an excessive --

14 Q. Okay. Is there anything else that you can use -- like is
15 there a ground speed readout or anything you could see where you
16 could notice a shear from the cockpit flying? Is there any other
17 -- anything else -- obviously, you got your airspeeds but --

18 A. Right.

19 Q. -- besides your standard instrumentation, is there anything
20 available to help you with a shear type scenario?

21 A. Just feeling what the airplane is doing.

22 MR. NIXON: Just double checking. So I just want to get that
23 on. Make sure we got that on the transcript about the -- not
24 having the warning. No. Like I said, interesting stuff. I
25 appreciate everything there, Captain.

1 MR. ETCHER: You're good? Kerry?

2 BY MR. SHUMWAY:

3 Q. Well, so these guys asked great questions. And you do
4 amazing answers. I probably learned more than my brain can
5 handle. But -- and you've touched on this. But you didn't
6 experience any mechanical difficulties. I understand the delay on
7 the engine, you know, when you're trying to power it up. Because
8 it's like usually three seconds.

9 A. Yeah. There wasn't anything.

10 Q. Nothing.

11 A. No.

12 Q. Do you remember -- I'm trying to wrap my head around the
13 flaps being up. Do you remember hearing them or anything?
14 Because the levers -- I mean, for you to power up and hit that
15 lever -- what are your thoughts on that? I mean --

16 A. I don't know. I was thrown forward when the airplane went up
17 on its -- and my hand was on the throttle quadrant. So I couldn't
18 say.

19 Q. Yeah.

20 A. I don't know. I mean, it wouldn't make sense to raise the
21 flaps prior to initiating the climb because suddenly you're losing
22 all the lift you've got. Right.

23 Q. Well, and I'm kind of putting myself in your situation. And
24 there's not even enough time for the flaps to come up. I mean --

25 A. Oh, right. Yeah, it's an electric flap. It takes --

1 Q. Yeah.

2 A. -- 10 seconds for it to --

3 MR. SHUMWAY: Wondering if you like heard it or -- I just --
4 trying to wrap my head around -- I'm sure you've been thinking
5 about that, too. But yeah, other than that -- no, I mean, I've
6 gleaned everything I need from the other questions. So I
7 appreciate that. Thanks. That's all I've got.

8 MR. ETCHER: Thanks, Kerry. Paul?

9 MR. SUFFERN: No further questions. Thank you, Captain, for
10 your time today.

11 MR. KING: You're welcome.

12 MR. ETCHER: Thanks, Paul. David?

13 MR. OYLOE: I have no questions whatsoever and I've got cargo
14 at my airplane so I must bow out of the conversation. Thank you,
15 gentlemen. It's been very informative.

16 MR. KING: Thanks, David.

17 MR. ETCHER: Thank you, David.

18 MR. VANDERKAMP: Thank you.

19 MR. ETCHER: Well, I always like to ask one question right at
20 the very end because I always figure we've asked a lot of
21 questions. But is there something we didn't ask that you wish we
22 would have that might help us?

23 MR. KING: Think back to the comment I gave to the NOAA guy
24 about having a crystal ball. Sometimes when the weather is -- it
25 would be nice to be able to see what the weather is going to do.

1 I -- but that's -- yeah, I don't know. I think maybe if we were
2 able to get timely reports from the tower about wind shear events
3 when they're happening, that would be helpful. Maybe like you
4 were asking about if we had some kind of a wind shear warning
5 alert system in the airplane. I don't know. But you know, for
6 what the airplane is, it's very well equipped. It does a very
7 good job to do what it does. I don't know. I don't know that
8 there's anything they need to do really with it.

9 MR. ETCHER: No. And that's okay. I mean, we try and ask
10 everything we can think of --

11 MR. KING: Right.

12 MR. ETCHER: -- but sometimes we do miss one thing that
13 you're like, oh, so wish you would have asked this. But you do
14 have my card.

15 MR. KING: If I think of anything, I'll give you a call.

16 MR. ETCHER: Yeah. Don't even hesitate. Send me an email.
17 Whatever is easiest. Just because -- believe it or not, the
18 littlest things are the most amazing things. That's usually what
19 helps us more than the big picture thing. It's the little things
20 helps us fine tune it.

21 So but again, I -- just like all these guys have said, I
22 appreciate your help. You really did help. My fingers were a
23 little numb from typing. But I'm glad this will be transcribed so
24 I don't have to read my shorthand here. But you definitely helped
25 us a lot. I appreciate it. We can call this concluded at 4:27

1 local time.

2 (Whereupon, at 4:27 p.m., 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: CESSNA 208B DAMAGED IN ACCIDENT
NEAR SALT LAKE CITY INTERNATIONAL
AIRPORT IN SALT LAKE CITY, UTAH
ON JULY 13, 2022
Interview of Shane King

ACCIDENT NO.: WPR22LA251

PLACE: Salt Lake City, Utah

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 the transcriber.

Katie Leach
Transcriber

Pilot Written Statement

877 FE Landing synopsis 07/13/22

I was cleared for a visual from the downwind to follow a B-757 that was on a 5 mile final to 34R

The latest weather indicated a quartering left headwind that was gusting less than CA limitation, so I continued the approach.

In the flare, the tower reported that the 757 had encountered windshear on landing. I also encountered that shear and was unable to maintain directional control due to a gust from the left/west.

Thinking I would be unable to keep the aircraft on the runway if I landed, I elected to go around and told the tower I was doing so.

After power was added and a climb initiated to approximately 30 feet, the aircraft was still drifting to the right/east. I lowered the left wing to counteract the drift and maintain directional control.

I then encountered a downdraft pushing the aircraft onto the runway edge/shoulder. The aircraft may have lost lift due to shear dissipation.

The aircraft impacted the ground on the runways right shoulder with the left wing low on the left main and the inertia of the aircraft coming down folded the nose gear impacting the propeller to the ground. The aircraft nose dug in causing the aircraft tail to come up and impact the right wing with the ground. The aircraft slid to a stop.

I looked outside to see if there was any fire evident, there was not. I heard the engine still running at full throttle so shut it off, pulled the firewall fuel shutoff and closed the fuel valves. Still, no flames were evident from the cockpit.

An airport ops truck pulled up and signaled me to exit the aircraft. I completed securing the aircraft by turning off the electrical and master power to prevent a possible ignition source and exited the plane.

ARFF arrived and applied extinguisher to smoke that was coming from the engine compartment. The First responders asked if I had any life-threatening injuries and took an assessment of my condition. Aside from a scrape on the forehead, it was determined I was ok.

I called our Flight Following Department to report the incident per CA protocol. I was then contacted by our HR to go for a post-accident drug and alcohol test and also a thorough medical evaluation at the hospital emergency room.