Rayner Brian

From: Christopher Andreychik- - - -

Sent: Thursday, October 29, 2009 9:54 PM

To: Charles Emering; Rayner Brian

Subject: Quest ASRs part 3

Attachments: Quest ASR Sept 6 2005 pg10007.JPG; Quest ASR Sept 6 2005 pg20008.JPG

Gentlemen -

This ASR was related to the numerous times the company would call and wake me while I attempted to get crew rest.

The duty times we were working were bad enough, but to add insult to injury the company would call without any consideration to the sleep cycle of the pilot group and wake us as we were in the middle of attempting to get some sleep in the late morning or early afternoon.

Rayner Brian

From: Christopher Andreychik- - - -

Sent: Thursday, October 29, 2009 10:03 PM

To: Charles Emering; Rayner Brian

Subject: Quest ASRs part 4

Attachments: Quest ASR Sept 8 2005 pg10009.JPG; Quest ASR Sept 8 2005 pg20010.JPG

Gentlemen -

As we discussed, I was considered a 'bad boy' and summarily put on the Quest flight department 'shit list' for continually bringing up safety issues, regulatory compliance issues, and mistreatment of the pilot group. As a result, I was given the longest duty time runs, and as such, was often required to fly with a copilot.

When does a copilot become more of a hindrance than a help?

How about when he or she works a full-time job during the day, goes home to sleep for an hour or two, then comes back to sit in the airplane with you for another 10, 11, 12 or more hours? Perhaps there is a bit of a safety of flight issue there?

I routinely had copilots who worked full time jobs, then came in to fly with me, fall asleep, make sleep-deprived mistakes, etc. This was the first ASR I wrote regarding this issue; my next and final ASR goes into greater depth and detail.

From: Christopher Andreychik - -- --

Sent: Thursday, October 29, 2-

To: - Rayner Brian

Subject: More Quest information

Gentlemen -

I hope your hunting trip over the past few days has been highly successful.

Rumor has it that you very well may have hit paydirt.

Besides this email, there will be four more just like it to follow. It was the only way that I could think of to keep the ASRs as original as possible and not confuse the pages that I'm sending you. As you probably remember, the ASRs are actually one page, front and back.

This particular one I wrote on 9/13/2005 in reference to consistently overweight bags and the dangers poised by histotoxic hypoxia from the excessive amounts of dry ice. If I remember correctly, the weights had begun to go up considerably on the specimen bags around this time frame, and the frequency and intensity of headaches I would get towards the end of the night increased considerably.

Happy reading, with more to come -

Chris Andreychik

Rayner Brian

From: Christopher Andreychik - - -

Sent: Thursday, October 29, 2009 9:49 PM

To: Charles Emering; Rayner Brian

Subject: Quest ASRs part 2

Attachments: Quest ASR June 30 2005 pg10005.JPG; Quest ASR June 30 2005 pg20006.JPG

Gentlemen -

This ASR was written on June 30, 2005, and clearly shows that even then, the average bag weight of 12 pounds was more like 15 (or more). Of particular note are the large amount of heavier bags weighing in at 17, 18, 19, and 21 pounds. I brought along a scale to weigh the bags myself because I was becoming more concerned with some of the outsized bulging bags we were transporting.

Air Safety Report (ASR)

(NOTE: Each reporting pilot most file an individual ASR report)

YYYY / MM / Ref = (For Office Use Only)

ASR REPORT #

ASR Events Should Be Submitted To the Quest Safety Department Within 24 Hours of the Event.
ASR Events Can Be Initially Reported To The Quest Safety Department At

Phone: Company Mail: Quest Flight Ops Safety Department Reading Airport 159 Museum Rd. Reading, PA 19605

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Air Safety Report (ASR)

(NOTE: Each reporting pilot must file an individual ASR report)

Company Mail: Quest Flight Ops

Safety Dept

Reading Airport

YYYY / MM / Ref # (For Office Use Only)

U.S. Mail: Quest Diagnostics

BAG(3)

Safety Department 159 Museum Rd.

ASR REPORT #

ASR Events Should Be Submitted To the Quest Safety Department Within 24 Hours of the Event.
ASR Events Can Be Initially Reported To The Quest Safety Department At

Reading, PA 19605 (I) TYPE OF REPORT Irregularity A Safety Concern ASR □ FAA Ramp/Enroute Check Safety Suggestion Incident Report O NTSB Reportable Event Report (2) Reporting Employee: NAME **CREW POSITION** EMPLOYEE # TELEPHONE # ANDREYCHIK, CHRISTOPHER CAPTAIN Signature: (4) Date of Event (MM/DD/YYYY) (3) Other Employee (5) Approximate Local Time of Event EMPLOYEE # KRISTEA BETON DAWN/DAY/DUSK/NIGHT) 09/13/2005 TIMF (24-hour clock) 2205 (7) Location of Event (6) Flight Segment (8) Pilot Flying (9) Flight Number KLUK Captain NA FROM: TO: KLUK LBQ 922 ☐ First Officer (10) Aircraft Registration Number (11) Blank DIVERT CITY (if applicable): N401BC (12) Flight Phase (Circle one or all that apply) Parked) Taxi-out Takeoff Initial Climb Cruise Approach Towing -(13) Runway # (if applicable) (14) Runway Condition (if applicable) (15) Inflight / Airfield Weather DRY/WET/ICE/SNOW/OTHER WA NIA NIA IMC / VMC / OTHER (16) RTO Speed (if applicable) (17) Aircraft Altitude (specify AGL/MSL) (18) IFR Flight Plan (19) This block reserved for ON GROWN (YES) NO future use. (20) Takeoff Weight 4700 # (21) Fuel on Board /20 GALS /3-130 HAS (22) Number of Passengers N/A (23) Event Title (check one) Emergency Handling Difficulties Return To Freld (RTF) Aircraft Damage EMK / AED Usage Loss of Braking Runway Incursion Altitude Deviation Engine Shutdown Mechanical Malfunction Safety Equipment ATC Incident Evecuation MOCC or Dispatch Coordination 0 Taxiway Incursion Bird Strike Exceedance Navigation Error Security Incident Fire or Smoke Warning o Bomb Threat Near Mid-Air Collision (NMAC) Stall Warning Communication/Radio Takeoff Warning Horn FOD Operating Procedures -Failure Go-Around TCAS RA Dengerous Goods **GPWS Warning** Overweight Landing Wake Turbulence Diversion **Ground Support** Passenger Illness Weight and Balance Rejected Take-off (RTO) Other - ONE WEIGHT

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Ground Support

Air Safety Report (ASR)

(NOTE: Each reporting pilot must file an individual ASR report)

Company Mail: Quest Flight Ops

Safety Dept

YYYY MM Refr (For Office Use Only)

Safety Department

U.S. Mail: Quest Diagnostics

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Other -

Wake Turbulence

Weight and Balance

ASR REPORT #

ASR Events Should Be Submitted To the Quest Safety Department Within 24 Hours of the Event. ASR Events Can Be Initially Reported To The Quest Safety Department At

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Incident Report Safety Suggestion NTSB Reportable	
Report (2) Reporting Employee: NAME CREW POSITION EMPLOYEE # TELEPH ANDREYCHIK, CHRISTOPHER M. CAPTAIN Signature: (3) Other Employee (4) Date of Event (MM/DD/YYYY) (5) Approximate Local Time of Event (MM/DD/YYYY) VARIOUS, TO MICLUBE DAWN/DAY/DUSK-NIGHT/ VARIOUS, TO MICLUBE DAWN/DAY/DUSK-NIGHT/ VARIOUS, TO MICLUBE DAWN/DAY/DUSK-NIGHT/ TIME (24-hour clock) 1800 - O (6) Flight Segment ALL (7) Location of Event (8) Pilot Flying B Captain LBC 92 FROM: TO: N/A BP First Officer (10) Alreraft Registration Number LBC 92 (12) Flight Phase (Circle one or all that apply) ALL Parked Taxi-out Takeoff Initial Climb Climb Cruise Holding Descent Approach Landing Taxi-in Towing Proceeding Town of the Company of the Co	te Check
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Signature: (3) Other Employee EMPLOYEE A VARIOUS, TO MCLUBE (4) Date of Event (MM/DD/YYYV) VARIOUS, TO MCLUBE (5) Approximate Local Time of Event (6) Flight Segment (6) Flight Segment (7) Location of Event (8) Pilot Flying (9) Flight Number Captain (10) Alreraft Registration Number (11) Blank (12) Flight Phase (Circle one or all that apply) (12) Flight Phase (Circle one or all that apply) (13) Runway # (if applicable) (14) Runway Condition (if applicable) (15) Inflight / Airfield Weather (16) RTO Speed (If applicable) (17) Alreraft Altitude (specify AGL/MSL) (18) IFR Flight Plan (19) (19) (19) (19) (10) (11) (11) (12) (13) (14) (15) (15) (15) (16) (15) (16) (16) (17) (18) (18) (18) (19) (19) (19) (20) (20) (21) (21) (21) (22) (22) (23) (24) (24) (24) (25) (26) (27) (27) (28) (28) (28) (28) (28) (29) (29) (20) (20) (20) (20) (20) (21) (21) (22) (23) (24) (24) (25) (26) (26) (27) (27) (28) (28) (28) (28) (29) (29) (20) (20) (20) (20) (21) (21) (22) (23) (24) (25) (26) (26) (27) (27) (28) (28) (28) (28) (28) (29) (29) (20) (20) (20) (20) (20) (21) (21) (22) (23) (24) (25) (26) (26) (27) (27) (28) (28) (28) (28) (28) (28) (28) (28) (28) (28) (29) (29) (29) (20)	
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(23) Event Title (check one) o Emergency o Handling Difficulties o Return To Field o Aircraft Damage o EMK / AED Usage o Loss of Braking o Runway Incurs	
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a Altitude Deviation of Engine Shutdown of Machanical Malification of Safata Fouriers	
The state of the s	
o ATC Incident o Evacuation o MOCC or Dispatch Coordination o Taxiway Incurs o Bird Strike o Exceedance o Navigation From o Security Inciden	
b Bird Strike o Exceedance o Navigation Error o Security Incides b Bornb Threat o Fire or Smoke Warning o Near Mid-Air Collision (NMAC) o Stall Warning	36
Communication/Radio o FOD o Operating Procedures - o Takeoff Werning	g Hom

Rejected Take-off (RTO)

Overweight Landing

Passenger liiness

(24) Factual description of event with all re	elative factors (weather, AT	C, airflold facilities, etc.) If more space is accided at	tach to this form.
SAMPLED BAG WEIGHT	S ON LBQ 97	ZI RUN AT HTS, LUK, AND	<u> </u>
CMU AUFRAGE WEIGHT	OF HTS BAGS	GOING TO IAD DERE WAS	
8.25 POUNDS. BAG WE	E16475 AT LUK I	WERE (IN POUNDS): 1 (FOR 140)	<u> </u>
17,18,8,17,21,11,18,18,1	7, 14, 13, 19, 18 CAL	L FOR AGC). BAG WEIGHTS AT	
CHAIL WERE 12,9,15,15	,13,8,7,12,12,	14, 15, 12 (ALL FOR AGC).	3
DECOMEND SPAT (46	CKING BAG WEL	GHTS ON WEIGHT-CRITICAL	
RUNS TO ENSURE COM	PLIANCE WITH	COMPANY STANDARD BAG WEIGH	<u>us.</u>
7			
	ENS-		_
		·	
			
TO A	200		
(25) Near Miss / ATC incident / TCAS RA	, in plane on the left and in ele	sation on the right, assuming YOU are at the center of	each diagram
	;		
View from above (horizontal plane:	ft ornm)	View from behind (vertical plane:	ft)
Severity of Risk	LOW/MEDITM 'HIGH	Minimum Vertical Separation	ft or r
Aveiding Action Takez	YES / NO	Minimum Horizontal Separation	RA/TA/NON
Reported to ATC	FACILITY	TCAS Alert RA Commands	19802_0
A fC instructions issued		RA Followed? NO / YES - Vertice	cal Deviation R
Vour Call Sign		Wes TCAS Alert - NECESSARY / USEFUL / NUIS	ANCE
Frequency in Use	DEG	Other Aircraft Description: Type, Markings, Color, J.	ighting. Callsian?

R AGL / MSL

e1):

Cleared Altitude

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Air Safety Report (ASR)

(NOTE: Each reporting pilot must file an individual ASR report)

Company Mail: Quest Flight Ops

Safety Dept

YYYY / MM / Ref #
(For Office Use Only)

Safety Department

U.S. Mail: Quest Diagnostics

ASR REPORT #

ASR Events Should Be Submitted To the Quest Safety Department Within 24 Hours of the Event.
ASR Events Can Be Initially Reported To The Quest Safety Department At

				Readi	ng Airport		159 Museum Rd. Reading, PA 1960:
(I) TYPE OF REPORT							
□ ASR	C	Irregularity	×	Safety Concer	n 🗆	FAA R	amp/Enroute Check
	Ç	Incident Report		Safety Suggest	tion 🔾	NTSB	Reportable Event
Report							
(2) Reporting Employee:			POSITI	ION E	MPLOYEE	, .	TELEPHONE #
ANDREYCHIK, C	HRIG	topher M. Cl	LPTAN	.			
Signature		<u>_0.00</u> 2					
(3) Other Employee		(4) Date of Event	(MM/DE	D/YYYY)	(5) Approx	zimate Lo	cal Time of Event
EMPLOYEE#		09/06	1	_	DAWN/D	AY / DUS	K/NIGHT/ W/A
NIA		اهمار 40	1008				
(6) Flight Segment	14	(7) Location of Ev) Pilot Flying	TIME (24-))
(6) Flight Segment	A		" "		(9) Flight?	Number	
FROM: TO:		NA	0	57537		NIL	1
DIVERT CITY (if applicable):			ircraft Registration Number		(11) Blank	32 322	
(12) Flight Phase (Circle o	Par	ked - Taxi-out -	Takeo		107 NA	Climh	
	(655) 20 - 2003		proach	- Landing -	Taxi-ın		wing - Parked
(13) Renway # (if applicab	le)	(14) Runway Cond	ition (if a	ipplicable)	(15) inflight	/ Airfield	Weather N/A
NA		DRY/WET/ICE/	SNOW/	OTHER			
(16) RTO Speed (If applica	bie)	(17) Aircraft Altitud			(18) IFR Fil	eht Plan	(19)
N/A		10 TH THE TAXABLE TAXA	14	ŀ	0/4 YES/1	NO	This block reserved for
20; Takeoff Weight N/	4	(21) Fuel on Board	NA	-	(22) Number	of Passen	Bers NIA-
23) Event Title (check one)	0	Emergency	o F	landling Difficulties			Return fo Field (RTF)
Aircraft Damage	O	EMK / AED Usage	o L	oss of Braking			Runway Incursion
			o M	lechanical Malfunction	OD	0 5	safety Equipment
Altitude Deviation	O	Engine Shutdown					
Altitude Deviation ATC Incident	o	Evacuation	o M	IOCC or Dispatch Co			Exiway Incursion
Altitude Deviation ATC Incident Bird Strike	0	Evacuation Exceedance	o M	IOCC or Dispatch Co avigation Error	pordination	o 1	ecurity Incident
Altitude Deviation ATC Incident Bird Strike Bomb Threat	0	Evacuation Exceedance Fire or Smoke Warning	o N o N	IOCC or Dispatch Co avigation Error ear Mid-Air Collision	ordination (NMAC)	o 1 o 9	ecurity Incident tall Warning
Altitude Deviation ATC Incident Bird Strike	0 0	Evacuation Exceedance Fire or Smoke Warning FOD	o N o N	IOCC or Dispatch Co avigation Error	ordination (NMAC)	o 1 o S o S	ecurity Incident tall Warning akeoff Warning Horn
Altitude Deviation ATC Incident Bird Strike Bomb Threat Communication/Radio Failure	0 0	Evacuation Exceedance Fire or Smoke Warning FOD Go-Around	0 M 0 N 0 N	IOCC or Dispatch Co avigation Error ear Mid-Air Collision perating Procedures -	ordination (NMAC)	o 1 o 5 o 5 o 1	ecurity Incident tall Warning akeoff Warning Horn CAS RA
Altitude Deviation ATC Incident Bird Strike Bomb Threat Communication/Radio	0 0	Evacuation Exceedance Fire or Smoke Warning FOD	0 M 0 N 0 N 0 O	IOCC or Dispatch Co avigation Error ear Mid-Air Collision	ordination (NMAC)	0 1 0 S 0 S 0 T 0 T	ecurity Incident tall Warning akeoff Warning Horn

5000 10 10 10	- is peeded attach to this for-	
(24) Factual description of event with all relative factors (weather, AT	C, nirfloid facilities, etc.) If more space a necessary manner to this toral	•
RECOMMEND FLIGHT OPERATIONS AVOID COM	TACTING COMMEMBERS TO KEPPET	
END MEETINGS, TO INFORM OF SCHEDULE CANNOT	S THAT DO NOT IMPACT CREWINEABER'S	
SHOWTIMES OR FOR ANY STHER NON-CRITIC	L REASON TO ALLOW FOR AS RUCH	
UNINTERPORTED CREW REST AS POSSIBLE. AS	SOON AS A CREMENBEE 13	
CONTACTED BY PHONE AND OR REPORTS TO A	WORK LOCATION FOR BUSINESS	
LICIUSO NOTY DAY SHOULD BE CONSIDERED	STARTED, FOR EXAMPLE, I WAS	
CONTACTED AT 1130 HOURS ON 9/6/05 FOR	a meeting with management, my	
INTENT HAD BEEN TO SLEEP CHITIC MOD HOL	es in Preparation for that Evening's	
LOG 921/922 SPECIMEN FLICHT, WITH A SHOWT	me of 1830 Hours AND NORMAL	
COMPLETION OF OBO THE FOLLOWING MORNING	SG. USING THE 1130 CONTACT TIME	
AC A RASIS FOR CREWMEMBER DUTY TIME ST	HET AS MANY PART TI 185/121 AND	
MILITARY OPERATIONS DO PUTS ME AT 13.5 1	loves buty, usely close to the Ademic	
IN shad BUTY DAY WITHIN 24 HOORS AS 58	ECIFIED IN THE QUEST FLIGHT	
GOEDAY MANS MANUAL. IF WEATHER OR MANUTE	WANCE 152065 HAD OCCURED, IT WOULD	
THE DOT ME NOTO AN EXTENSED DUTY DA	Y AT WHICH TIME I WOULD HAVE	
ACEN LIMITED TO PERFORMING ONE MORE LA	NOWG AND THE ASSOCIATED CONTRATIONS	
THAT APPLY TO THE IC HOUR EXTENDED OU	MY DAY, THIS SITUATION WOULD MOST	
DEFINATELY CAUSE SCHEDNING PROBLEMS TH	E FOLLOWING DAY, AS WELL AS	
POTENTIALLY HAVING AN ARREAST AND CA	EW STUCK AT AN ONT STATION.	
IF CREWMENBERS COULD MEET WITH MANAGE	EMENT OR BE CONTACTED AS LATE AS	
DISCUST BOUND TO STRUCTURE THERE WORMAN	DUTY DAY IT WOULD HELP ALLEUMINE IT	£34
BOTENTIAL PROBLEMS AND ALLOW FOR	A WELL-RESTED PILOT.	
(25) Near Miss / ATC incident / TCAS RA Mark passage of other aircraft relative to you, in plane on the left and in ele	vation on the right, assuming YOU are at the center of each diagram.	
Mark passage of other aircraft relative to you, or plant		
77		
Warm shows shows (horizontal plane: ft ornm)	View from behind (vertical plane:ft)	3027
View from above (novizonia) plane.	Minimum Vertical Separation ft or	ŗ
VEC / NO	Minimum Horizoptal Separation ft or	n
Avaiding Action Talton Reported to ATC FACILITY	TCAS Aiert RA / TA / I	ΝΟν
A [C instructions issued	RA Followed? NO / YES - Vertical Deviation	ft
Your Call Sign	RA Followed? NO / YES - Vertical Deviation Was TCAS Alert - NECESSARY / USEFUL / NUISANCE	
Frequency in Use DEG	Other Aircraft Description: Type, Markings, Color, Lighting, Callsign	?
DEG DEG	Third Marian Paris Santa	

n AGL / MSL

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