

Record of Telephone Conversation

Date: 08/10/12

Time: 15:15 EDT

Conversation with: Jared Burns FO. **Telephone number:** [REDACTED]

Conversation: He did not know that I had talked to the PIC and I did not give him that information. He had not been questioned by any FAA or NTSB personnel. He had filed a NASA report. He had received a call that morning from the Chief Pilot that he was suspended without pay. He was based in Tucson and had moved from Houston a month ago. The Chief Pilot had called yesterday and said that he would start a tour today with a standards captain again. He said they had pulled the airplane out at CMA at 05:00 local and did the preflight with particular attention to the gear since they knew it had been worked on during the night. The PIC warned of tools or rages being left on the airplane at times. Their first leg was changed from Montgomery to SAN because of weather and the passengers were not willing to wait on the weather there. They arrived at SAN later than planned and the passengers (3) were very upset and out on the ramp unattended. The PIC directed me to meet the passengers, get them on the airplane, store their baggage and stay with them. They had ordered the GPU which was now attached. He had flown from CMA to SAN. Raul who is always by the book went into the FBO to sign for services, finished the other side of the walk around. The passengers wanted them to get going. They went through checklists and got under way. He was not making any excuses, but just messed up by not going back out and doing the walk around which our GOM requires that both pilots do a walk around on every leg. He said he had 6,000 hours flight time and had been flying the SAB 340 and the DASH 400 for Colgan Air. He wondered if the other two airplanes in the hangar could have been confused with the work order for VNR 146.

Thanked him

Conversation ended 15.40 EDT

Jim Stokes
Principal Operations Inspector
[REDACTED]
Aviation Safety Inspector
Tampa FSDO-35
[REDACTED]
[REDACTED]

Record of Telephone Conversation

Date: 08/09/12

Time: 15:34 EDT

Conversation with: Raul Torres PIC. **Telephone number:** [REDACTED]

Conversation:

I explained that I was calling reference the event on the morning of the August 4, 2012. The initial conversation was to relax the pilot and encourage him to share his experience. I insured him that the Manager had stated this afternoon that the FAA would not normally initiate enforcement due to a mechanical failure. He then stated the following:

He had been terminated from Avantair this morning. No NTSB or FAA representative had tried to interview him until now. Originally he was scheduled to go to Montgomery, but was recently changed to SAN. Normal checks were done. No feel for the flare, No back pressure feeling. 3500 hours in P-180. After landing asked FO to check the trim indicator and the movement of the stabilator. When he went under the tail he saw the elevator on the left side was missing. He then called Maintenance Control to advise and then the Chief Pilot called him. 3 to 4 hours airplane was put in the hangar. He had not been near any obstacles, no turbulence, some low fog in SAN, no wake turbulence.

Originally he was assigned to VNR 132 which he thought was still in the hangar. There were six legs scheduled that day so hurry to make them. He took particular care with the Wt. and Bal. because Avantair likes to load up when at their own maintenance facilities, but it was within limits. The FMS is not always accurate.

He had been getting emails already that passengers in SAN were getting impatient.

He had been in contact with the FO that morning and named him as Jared Burns but wanted me to get his phone number from the company. He thought it was his 3rd or 4th tour after being released by standards captain doing his IOE and with the company less than 6 months. FO scheduled to start tour tomorrow.

They figured 670 lbs. fuel 1st leg at 9,000 MSL and 750 lbs. fuel at FL 190 the second leg.

They had done a thorough preflight on the airplane the afternoon before because they had flown the airplane to CMA from VAN with a ferry permit due to a gear problem. He had found the nav lights not working and had them deferred them with the MEL for the flight to CMA on the 3rd.

He explained that he had been a scheduler with the company when it was in NY. Worked on his airplane ratings within the company and had about 4000 hours total.

He stated that he would be willing to answer more questions if necessary.

Thanked him.

Conversation ended 16:20 EDT.

Jim Stokes
Principal Operations Inspector
[REDACTED]
Aviation Safety Inspector
Tampa FSDO-35
[REDACTED]

Record of Telephone Conversation

Date: 08/21/12

Time: 15:55 EDT

Conversation with: Raul Torres PIC. **Telephone number:** 917-664-4350.

Conversation: He phoned me and asked if any further action was in the making. He said that neither he nor the FO had called maintenance control enroute on the SAT phone that maybe the passengers had called. He said that he had been asked years ago to fly an airplane on to an airport where maintenance was known to Avantair could be used. They like to have their own maintenance do the work if possible.
End of Conversation 16:04 EDT.

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