



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

January 5, 2017

### **Attachment 6 – Flight Crew Interview Summaries and Statements Previous Arrivals at LaGuardia**

## **OPERATIONAL/ HUMAN FACTORS**

**DCA17IA020**

**Interviewee: Michael Lorenz**  
**Date: November 2, 2016**  
**Location: Via Teleconference**  
**Time: 1002 EDT<sup>1</sup>**

**Via Telephone: Shawn Etcher, Sathya Silva – NTSB, and Robert Hendrickson – Federal Aviation Administration (FAA)**

During the interview Captain Lorenz stated the following:

He stated that he is an Endeavor captain and a line check airman. He has been employed with the company for 17 years. He is 56 years old.

He is a line check airman in both the CRJ200 and CRJ900 series aircraft and was conducting OE.

He further stated that on the night of the event, it was the first day of an OE trip with an initial new hire. The new hire had maybe 10 hours of OE in the airplane and the same amount of time in a jet.

The trip had them flying in and out of LaGuardia a couple of times that day. Their flight that landed, prior to the incident flight, had flown in from Norfolk. He stated that the weather had been deteriorating all day in New York. They had landed on runway 22. The vectors for the approach had them fly up the Hudson; however, they could not see the airport. They were on the right downwind and thought it was “pretty windy” from the north/northeast. It was night, when they landed, around 1930 local.

The First Officer (FO) was the pilot flying. They were utilizing the autopilot; however, they disengaged the autopilot, as the winds were pushing them from the northeast. They subsequently reengaged the autopilot. They disengaged the autopilot again about 100 to 150 feet. They had been given a barking action report of “good.” Due to the left crosswind from the northeast they were flying with a left crab. At 100 feet, he [the captain] helped him [the FO] make the landing and he [the captain] deployed the thrust reversers since he was on the thrust levers. He felt the antiskid go on and off a couple of times and he classified the runway as a wet runway. They exited runway 22 at the intersection after “echo.” He was also trying to help his FO with the radio calls while taxiing. Their taxi clearance was via Bravo, Echo, and then Alpha. He recalled seeing a United painted airplane land and saw the water spray from the thrust reversers and thought it was “a lot.” He then observed the incident flight.

Earlier in the day they had landed on runway 4 when they operated the flight from Burlington, which would have been more towards the morning. Subsequently they then went to Norfolk and then operated the return flight. It was “solid IMC<sup>2</sup>.” Broke out a couple of hundred feet above the ground.

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<sup>1</sup> Eastern Daylight Time

<sup>2</sup> Instrument Metrological Conditions

Prior to the approach, they received a vector; however, the localizer was captured prematurely. He [the captain] disengaged the autopilot, hand flew the airplane and recaptured the localizer, and then reengaged the autopilot. He stated that it was “raining pretty hard” at that time. The FO was flying but the speed was fluctuating as the FO was still going back and forth on the speed because of the gusty wind. Once they broke out the FO “dipped low” and the speed increased, the FO was manipulating the thrust levers and he [the captain] had informed him to fly between 62 and 65%. However, the speed tape was fluctuating.

He has been in an out of LaGuardia “a bunch” in his life. He felt that the speed variation was about two-thirds due to the FO and one-third due to the gusts and turbulence. He stated that he would classify the turbulence as continuous light and occasional moderate.

He stated that when they came out of the clouds, there was not have enough of a crab angle and they went slightly to the right of centerline. He [the captain] brought the airplane back towards the centerline and by 50 feet the power was reduced to idle. The flight touched down at the intersection of the crossing runway intersection. He stated that he felt the antiskid system turning on and off. He stated that they were given the braking action as “good” by the controller as well as they had heard it on the ATIS, He classified the braking action that they experienced as “good.” He further stated that considering the rain and wind he thought it would have been worse than it was. Air traffic control did not give the new braking action as the one-third, one-third, one-third report; however, he would have given the braking as 5, 5, and 4.

Earlier that day the company changed call sign from Pinnacle to Endeavor and he had missed about 17 radio calls during the day as he was not use to that call sign yet.

He further stated that when they touched down, he did not notice a lot of water on the runway; however, he did notice a “ton of water” coming off when the United painted flight went by them.

He said that he observed the Eastern Air Lines flight and noticed that they were “cruising down the runway” and further stated that their wheels were still in the air, while they were making their turn from the bravo taxiway. He thought that the Eastern Air Lines flight was at least a couple of feet in the air. He remembered thinking “whoa” and that they had not touched down.

When he observed the Eastern Air Lines flight they were still on “Bravo,” the parallel taxiway to runway 22.

Depending on the trip he flied he does go to LaGuardia but he has “been there a bunch” lately, as he has been conducting training for the pilots that will be based there.

They exited runway 22 at the “Charlie” intersection. After he exited they waited a minute in order to give his FO a chance to do the radios and finish the checklist. He saw the United painted airplane while he was taxiing; however, he was not taxiing very fast as it was “raining really hard.” He had the wipers on and the visibility was not the best.

He has about 13,000 hours of total flight experience and over 9,000 hours of flight experience in CRJ's<sup>3</sup>. He has been an instructor for about 8 years.

The ATIS<sup>4</sup> reported 3 miles of visibility, a couple of hundred feet cloud bases, and also reported heavy rain. He stated that the visibility was "no better than 3 miles."

After he touched down he could not remember seeing the red lights at the end of the runway but his focus was down the runway. However, he does not remember seeing the red but only remembers seeing the side lights of the runway.

They touched down right at, or close to but prior to, the intersection of the runway. He stated that they touched down "probably close to the intersection." He applied the thrust reversers and stated that he "laid into them."

He reported that the approach controller brings them in there "pretty tight" and he remembers seeing another airplane departing on the crossing runway, prior to their touch down. Felt that he had a hard time taxiing, as the lights were not up bright enough. He remembered the centerline marking on the taxi but it was difficult to see. He remembers seeing the centerline lights on the runway.

He has noticed in general that people have an "I got to get there" mentality. He further stated that it seems pilots do not want to go around.

Interview ended at 1045 EDT

**Interviewee: James Conrad**  
**Date: November 2, 2016**  
**Location: Via Teleconference**  
**Time: 1133 EDT**

**Via Telephone: Shawn Etcher, Sathya Silva – NTSB, and Robert Hendrickson – Federal Aviation Administration (FAA)**

During the interview, First Officer Conrad stated the following:

He is 30 years old.

He is a new hire First Officer (FO) with Endeavour Airlines. Prior to his employment with Endeavour, he was a Deputy Sheriff for the Volusia County Sheriff's Office. He has flown in general aviation for about 14 years, after he had obtained his private pilot certificate. Flying at Endeavour Airlines has been his first job in aviation.

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<sup>3</sup> Canadair Regional Jets

<sup>4</sup> Automated Terminal Information System

He is currently an FO on the CRJ-200<sup>5</sup> and on the night of the incident, he was operating flight 3811 as an OE flight.

He stated that while going into LaGuardia the ATIS had reported that flights were landing on runway 22 and that braking action was “good.” He flew the approach to the runway; however, he could not remember when they broke out of the cloud bases. It was raining at the time and it was dark out. He did remember visually acquiring the approach lights as well as having the runway in sight. About 50 feet the captain assisted him with the controls, because of his lack of experience in the airplane at the time. He stated that he had about 11 hours of flight experience in the CRJ at the time. The captain also deployed the thrust reversers once they touched down.

He stated that during the landing roll he felt the antiskid cycle once or twice.

He stated that they exited the runway at either “Charlie Yankee” or “Charlie” taxiway. After they exited, and due to his lack of experience at LaGuardia he referred to the airport diagram and was communicating with ground control. He stated that he was “head-up” during their taxi, except when he referred to the airport diagram. They received their taxi clearance in order to taxi to their parking location, which he thought was “blast pad 2.” While they were taxiing towards “Zulu” taxiway, he heard the ground controller report that the airport was closed due to an event that had occurred.

He stated that the autopilot was engaged until about 200 feet when he disconnected it. He recalled that there was a left crosswind on the approach and the ATIS<sup>6</sup> had reported gusty winds as well. He did not feel that there was any significant turbulence but he did state there was “some turbulence” on the approach.

He stated that even though he could not recall when their flight broke out of the clouds, he did state that when they had broken out of the clouds he had the entire runway environment in sight beginning with the approach lights and the entire runway.

He stated that it was “raining pretty good” and that there was “a lot of water” on the runway. However, when asked if he noticed if the water was slowing down the airplane on landing he stated he could not recall.

He could not recall the weight or Vref<sup>7</sup> speed that they had calculated; however, he did remember having the continuous ignition on.

When asked if they had utilized any of their anti-icing or de-icing systems, he stated he could not recall as he was the pilot flying and the captain was the pilot monitoring. He stated that the captain may have turned on the deicing equipment but he was not sure.

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<sup>5</sup> Regional airliner manufactured by Bombardier, which was based on the CRJ100 series aircraft, which were originally based on the CL-600. Source: <http://www.skybrary.aero/index.php/CRJ2>

<sup>6</sup> Automated Terminal Information System

<sup>7</sup> Landing Reference Speed

He stated that the captain deployed the thrust reversers. Normally, at 90 knots they start to stow the thrust reversers as part of their normal procedures. On that landing, the captain began to stow the thrust reversers around 90 knots so he noticed no abnormalities in the landing rollout.

He further stated that the antiskid was cycling on and off; however, due to his lack of experience he was basing that feeling on the antilock braking system of an automobile.

He stated that he was focused on making sure they taxied to their parking spot correctly and that he did not observe any other airplanes land on runway 22. He also could not recall hearing the captain saying anything about having difficulty taxiing.

He stated he has between 1,600 and 1,700 hours of total flight experience and that the day of the incident was his first time flying into LaGuardia.

He did not see the incident airplane land. He further recalled that the first thing that made him aware that an event had occurred was when the ground controller advised that all outgoing flight had to hold their position due to an event.

On the day of the incident, they had operated five flights.

Interview ended at 1153 EDT.

### **Email from Shuttle America Captain**

The following email excerpt was forwarded from Republic Airways Director of Safety following a request from the NTSB:

On Oct. 27, 2016 I operated TCF3391 from KROC to KLGA. The plane was N874RW an EMB-170. We landed around 19:30 local; 2 planes in front of the Eastern Charter that was involved in the incident. I was the flying pilot. Habib Ahary was the first officer and pilot monitoring. We are both based in KLGA and are very familiar with that airport. This leg was our first of the day and day two of our three day pairing.

On descent into KLGA we encountered some icing and applied ice protection speeds to our aerodata numbers. This adds 9-11 knots to VREF speeds (and figuring I didn't have residual ice based on the outside temperature and rain) so only added 5 knots for vappr and our numbers were based on wet runway.

It was raining on approach and we broke out at around 900 ft msl. The aircraft landing previous to us advised braking action fair. Tower reported braking action good medium. There was little turbulence on final and a crosswind from the left. It was raining steadily but we still had good visibility at 500 ft.

On short final I did float a little and overrode the auto throttles to idle to ensure landing in the touchdown zone. I attribute that to the crosswind and ice protection speeds. Touchdown was firm

and I applied normal braking and reverse thrust. The aircraft decelerated normally. I was planning on getting off at taxiway C but I saw the previous aircraft taxiing northeast on taxiway B so I let up on the brakes to go further down the runway and exit at taxiway Y. I didn't have to get hard on the brakes so I'm not sure how the braking action was. Taxiing in we didn't encounter any braking or nose wheel steering issues related to contaminated taxiways or ramps.

Sean Kittrick 800357

### **Email Statement from Captain Damon Cheritt – Air Wisconsin Flight 4034**

The following email excerpt was forwarded from Air Wisconsin Director of Safety following a request from the NTSB:

*November 2, 2016*

*Captain Damon Cheritt's summary of approach and landing for flight Awi 4034 from Columbus OH (CMH) to New York City NY LaGuardia (LGA) on 10/27/2016:*

- The FO was the pilot flying, I was the pilot monitoring.*
- To the best of my recollection the flight was normal in all respects.*
- At about 1930 EDT we were cleared to and flew the ILS to runway 22 into LGA.*
- It was raining and the weather was reported as marginal VFR or perhaps IFR bordering on VFR as best as I can recall.*
- On the approach we visually had the runway when we descended below the clouds approximately 1000' to 1500' AGL. It was raining and we had a 10 knot crosswind. The landing was normal with a turnoff on taxiway Y as the FO briefed. The runway was wet from the rain. We experienced no hydroplaning or decreased braking performance. ATC asked the braking action. The FO responded "good". I was not on the controls, but from what I observed, I agree.*

### **Email Statement from First Officer Stefan Parham – Air Wisconsin Flight 4034**

The following email excerpt was forwarded from Air Wisconsin Director of Safety following a request from the NTSB:

*November 4, 2016*

*Below is my briefing regarding our landing in LGA on October 27, 2016.*

- I was the pilot flying Air Wisconsin flight 4034 from KCMH to KLGA on the evening of October 27 2016.*
- Approximately 1930 local we were cleared to land runway 22 at LGA following another CRJ2.*
- I had the runway insight around 1,500 feet and had visual on the traffic ahead of me.*

- *It was raining at the time with a slight crosswind.*
- *It was a routine landing, touching down in the touchdown zone, used normal braking and max reverse thrust to slow the aircraft down to taxi speeds.*
- *There was no skidding or slipping on touchdown.*
- *After decelerating, we exited runway 22 on taxiway Y and joined taxiway B.*
- *When asked I gave a braking action report of “good.”*

*Stefan Parham  
First Officer  
Air Wisconsin Airlines Corporation*

### **Report from Mesa Airlines Captain for Flight 6334**

The following is an excerpt from an email submitted to the NTSB from the Director of Safety at Mesa Airlines following a request for information. This flight landed on runway 22 at LaGuardia immediately prior to the incident flight.

***Sent:*** *Saturday, October 29, 2016 10:54 AM*

***Subject:*** *New Occurrence Report*

*Details: As requested by the chief pilot, I am submitting this report for information only, because of our proximity to an incident aircraft in LGA on 10/27/2016. We had cleared the runway after an uneventful landing on runway 22 in LGA. As we were completing our after landing checklist taxiing NE, about intersection C, I noticed a B737 landing on runway 22 moving faster than normal for its location on the landing runway. I was concerned and mentioned it to my f/o.*

*Report Type = Occurrence  
Incident Date = 10/29/2016  
Incident ID = 28850  
Flight Number = 6334  
Zulu Time  
Time = 2345  
Outside light = Night  
Departure Airport = IAD  
Arrival Airport = LGA  
Aircraft Type = CRJ700  
Aircraft Registration = N512MJ  
Location = Klga  
Phases of flight: Taxi-out/in  
Landing Gear = Down  
Weather Conditions = IMC  
Wind: 090/10  
Visibility: 3*



*Temperature: 56*  
*Altimeter: 3014*  
*Significant Weather: RAIN*  
*Weather Intensity: MODERATE*  
*Runway Conditions: WET*  
*Ramp Conditions: WET*  
*Brake Action: GOOD*  
*Cloud Conditions: Overcast*  
*Captain's ID: 016284*  
*Captain's hours on plane: 6901*  
*Captain's hours worked last 90 days: 194*  
*Captain's flight time last 24 hours: 8*  
*Captain's total hours: 11101*