

DCA11MA076

Errata for Interviews of Gulfstream Personnel (June 2011)

(12 page)

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:
AIRPLANE ACCIDENT
ROSWELL, NEW MEXICO * Docket No.: DCA11MA076
N652GD *

Interview of: SHELLY BRIMMEIER
Thursday, June 16, 2011

ERRATA SHEET

<u>Page#/Line#</u>	<u>Existing Text</u>	<u>Should Read</u>
Page 1	Shelley	<u>Shelly</u>
Page 7 Line 19	Yes, he ran through and led the brief	Yes, he ran through <u>the test cards</u> and led the brief
Page 8 Line 24	.01	<u>1.0</u>
Page 9 Line 23	Ken Obenchain	<u>Obenshain</u>
Page 11 Line 11	De-speeds	<u>V-speeds</u>
Page 11 Line 14	Did	<u>Showed</u>
Page 11 line 25	Substantiating data report, which is at the end of the flight test	Substantiating data report, <u>and the Field Performance Flight Test Report</u> , which is at the end of the flight test
Page 12 Line 24	A nautical	<u>an aero-nautical</u>
Page 14 Line 5	Done a buildup in approaching the lower thrust ratios to do the	Done a buildup in approaching the lower thrust <u>to weight</u> ratios to do the
Page 18 Line 2	The note that I have, which is what I'm going to off of	The note that I have, which is what I'm <u>referring to instead of</u>
Page 19 Line 12	Perimeters	<u>Parameters</u>
Page 20 Line 20	Force.	<u>FAA.</u>
Page 23 Line 15	Logs	<u>Laws</u>
Page 23 Line 18 through 19	Loss	<u>Law</u>
Page 23 Line 24	FEMA	<u>Team</u>
Page 24 Line 22	To the Vsr with some margin to account for tolerances.	to the Vsr with some margin to account for <u>AOA system</u> tolerances.
Page 28 Line 24 through 25	Know, there would have been a kind of a halt to discussions about what was limitation and how does it impact us and things like	Know, there would have been a kind of a halt to <u>have</u> discussions about what was <u>the</u> limitation and how does it impact us and things like

Page 30 Line 25	Silos of work charts. So one being the core engineering; one is	Silos of work <u>organizational</u> charts. So one being the core engineering; one is
Page 35 Line 5	The flight test that is being telemetered, that we have all the	The flight test <u>data</u> that is being telemetered, that we have all the
Page 40 Line 14	All	<u>Stall</u>
Page 68 Line 2	I don't have specifics on that flight.	I don't have specifics on that flight. <u>The yaw damper was off (inactive) for Flight 132.</u>
Page 78 Line 19	Airway	<u>AOA</u>



Shelly Brimmeier

UNITED STATES OF AMERICA
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Investigation of:
AIRPLANE ACCIDENT
ROSWELL, NEW MEXICO * Docket No.: DCA11MA076
N652GD *

Interview of: PAT CONNOR
Thursday, June 16, 2011

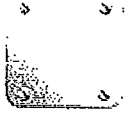
ERRATA SHEET

<u>Page#/Line#</u>	<u>Existing Text</u>	<u>Should Read</u>
Page 6 Line 17 through 18	Presented as a function of thrust away and it varies the liftoff V/V stall varies a little bit as a function of thrust away. So	Presented as a function of thrust <u>weight</u> and the liftoff V/V stall varies a little bit as a function of thrust <u>weight</u> . So
Page 6 Line 20	Away	<u>Weight</u>
Page 7 Line 1	Away	<u>Weight</u>
Page 7 Line 14	Drawn	<u>Drawing</u>
Page 7 Line 25	Well, on the 550, that was at a much higher level	Well, on the 550, that <u>the V2/Vsr</u> was at a much higher level
Page 8 Line 20	The U.S. Air Force has with increased rotation speeds, we bump all	The U.S. Air Force has increased rotation speeds, <u>We</u> bump all
Page 9 Line 15	Then after liftoff, we needed – and the instructions to the pilot	Then after liftoff, the instructions to the pilot
Page 9 Line 25	To Birmingham, did some additional testing, and during that, after	To Birmingham, did some additional testing. <u>During that (testing),</u> after
Page 10 Line 13 through 14	Until – a target pitch attitude until V2 is achieved. But I think that did not get – did not reflect the slight change in	Until V2 is achieved. But I think that did not reflect the slight change in
Page 12 Line 11 through 12	That’s why we were targeting – we had pitch attitudes targeted below that	That’s why we had pitch attitudes targeted below that for liftoff. <u>But</u> above that,

	for liftoff, but above that, the feeling was	the feeling was
Page 13 Line 11	No, we never – to the best of my knowledge, we never	No, to the best of my knowledge, we never
Page 14 Line 10	Flying it. Do you recall, Tom, who the flight test – who the	Flying it. Do you recall, Tom (<u>Horne</u>), who the
Page 15 Line 17	Technique on our main primary takeoff configuration at flaps 20.	Technique on our primary takeoff configuration at flaps 20.
Page 17 Line 5	Looked to see how – I was concerned about whether our liftoff	Looked to see whether our liftoff
Page 17 Line 11 through 13	That point in hindsight was Reece asked me if I would – prior to that, and as I reported a week and a half ago at our meeting, we were using a 10-degree target for the flaps 10 configuration.	That point was Reece asked me if I was okay with using a lower flap 10 target pitch altitude at liftoff. I reported a week and a half ago at our meeting, we were using a 10-degree target <u>virtually</u> for the flaps 10 configuration.
Page 19 Line 17	Target liftoff speed, I think, the target V2 speed was 136 and it	Target V2 speed was 136 and it
Page 23 Line 4	Grant Heaton	<u>Grant Eaton</u>
Page 23 Line 13	Flaps	<u>Lapse</u>
Page 26 Line 2	Consideration.	<u>Configuration.</u>
Page 26 Line 11	Shelley	<u>Shelly</u>
Page 27 Line 18	Speed then is 14.5 at which we base our Vsr speeds.	speed then 14.5 <u>degree is the angle</u> at which we base our Vsr speeds.
Page 35 Line 16	That's	<u>Wheel speed is</u>
Page 36 Line 5	I think Shelley was involved, Reece, Ken Oberchain	I think <u>Shelly</u> was involved, Reece, Ken <u>Obenshain</u>
Page 41 Line 15	3.	<u>3-point</u>



Pat Connor



Re: Transcript of NTSB Interview 

Paul Donovan to: Tom Ramee

Cc: Danetta Reddick, Rick Trusis

08/24/2011 10:51 AM

Tom,

Mostly I have just identified typos in the transcript. I'm sure if the recording is played back, my comments can be verified. I have added one additional employment reference to the list on Page 28, Line 15.

I'm hoping that I wasn't blurring the time-lines on some of my comments on page 37. Some of them may be more applicable to the state of the program as it exists after the accident rather than before the accident.

PD

Page 9, Line 4: "a after" should be "an after"

Page 11, Line 2: "seal" should be "C_L" or "CL"

Page 17, Line 19: "or" should be "for"

Page 20, Line 10: I'm pretty sure "amphibian" was never discussed, but I can't figure out just exactly was said in that case. It may have been "aerodynamic".

Page 22, Line 10: I think "direction" should be "direct".

Page 22, Line 25: "ultimate" should be "alternate".

Page 23, Line 8: "Telis" should be "Thales". Thales is the flight control software vendor. Line 18, "hesitation" does not seem to be the appropriate word.

Page 25, Line 22: "BMC" should be "VMC".

Page 28, Line 15: "Northrup" should be "Northrop" (2 places). Also "D. Howard" should be "Dee Howard". One other employer I forgot to mention was Sino Swearingen Aerospace Corp.

Page 34, Line 3: "laps ray" should be "lapse rate". Also line 15, "laps" should be "lapse"
Line 8: "and general" should be "in general". I think Line 11 "when" should be "then".

Page 43, Line 12: "rev" should be "ref"

Page 45, Line 20: "game" should be "gain"

Page 47, Line 3: "IABS" should be "IADS", line 22: "404026A" should be "4040.26A"

Page 53, Line 7: "re-shot" should be "re-shoot". Also I think "I" should be "it". I don't remember saying I was going to do a re-shoot of the HUD, and if I did, that was in error.

Page 54, Line 12: "flat" should be "flight"

Page 63, Line 20: first instance of "to" should be "on"

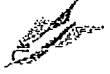
Page 66, Line 10: "over to" I think should be "over not", and on line 12, I think "down" should be "done"


Page 67, Line 2: "retry" should be "retract"

Page 68, Line 18: "GBI" should be "GVI"

Page 69, Line 23: "257A" should be "25-7A"

Page 76, Line 16: "AFL" should be "AFM"



Re: Transcript of Interviews -- Need Corrections 
Gary Freeman to: Tom Ramee

09/06/2011 11:08 AM

History

This message has been replied to.

The transcript of my interview looks OK to me.

Gary Freeman

Summary of Comments on Microsoft Word - Howard 6-16-11.doc

This page contains no comments

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NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:
AIRPLANE ACCIDENT
ROSWELL, NEW MEXICO * Docket No.: DCA11MA076
N652GD *

Interview of: MIKE LEMIEUX
Friday, June 17, 2011


ERRATA SHEET

Page#/Line# **Existing Text** **Should Read**

Page 1	Mike Limieux	<u>Mike Lemieux</u>
Page 13 Line 25	Probably	<u>Putting</u>
Page 15 line 21	Carlton	<u>Carleton</u>
Page 29 Line 14	Add as further explanation	<u>Another argument that was raised by flight test was the issue of the deformation of the tire under loading. It was felt (by others) that the deformation of the tire would impact the accuracy of the wheel speed sensor and cause a quick change in speed when the load was removed. (ie. during liftoff).</u>

Mike Lemieux



Re: Transcript of NTSB Interview 

Valerie Thurston to: Tom Ramee

Cc: Danetta Reddick, Rick Trusis

08/30/2011 01:13 PM

Tom:

I only found minor things to change.


<u>Page</u>	<u>Line</u>	<u>Says</u>	<u>Should say</u>
9	9	"wind drop"	"wing drop"
13	9	"FT"	"FTE"
14	17	"IAD"	"IADS"
14	21	"and it's"	"than"

My usage of the English language (seeing it written down word for word) could use a little help, but there's nothing I can do about that now. :)

-Valerie

Valerie Thurston
Gulfstream Aerospace
Flight Test Engineering



Re: Transcript of NTSB Interview 
Cynthia Townsend to: Tom Ramee

09/06/2011 08:15 AM

Tom,

Sorry for the delay in responding. I only found a few small corrections:

- pg 6 line 12 change "prior to that day" to "earlier in the day"
- pg 6 line 18 remove "to"
- pg 7 line 4 change "had" to "hadn't"
- pg 7 line 5 & 6 change "So I that meeting" to "So, when I entered, the discussion had already begun."
- pg 7 line 25 change "to be on" to "to be done on"

Cynthia Townsend
Gulfstream Aerospace
Flight Test
Technical Specialist I



Re: Transcript of Interviews -- Need Corrections 
Gary Freeman to: Tom Ramee

09/06/2011 11:08 AM

History

This message has been replied to.

The transcript of my interview looks OK to me.

Gary Freeman