Rayner Brian

From: Thorpe, Tim [redacted]
Sent: Friday, November 14, 2014 12:49 PM
To: Rayner Brian
Cc: Jacky Tom
Subject: RE: Lear 35 Aeronca Thrust Reverser Training

Gentlemen, here is the info you requested:

Pilot's name was Jose Hiram Galvan Quiroz. He trained with us twice, but worked for two different companies each time:

1. Lear 35 Pilot Initial, with Lear 20 series Differences – completed 7/1/2005 – customer was Vuela, S.A. de C.V.
2. Lear 35 Pilot SIC Recurrent – completed 1/20/2006 – customer was Aero JL, S.A. de C.V.

His training file no longer exists as it was destroyed per FlightSafety InternationaIs' 5-year retention requirement. According to our research, he is the only pilot who trained with FlightSafety.

CAE does offer Learjet 35 training, but we do not have any contact info. There may be other companies who offer Learjet 35 training, but we are unaware of who they are.

Regards,

Tim

Tim Thorpe · Director of Training
FlightSafety International · Wichita Learjet Learning Center · [redacted] · Wichita, KS 67209
[redacted] · flightsafety.com · A Berkshire Hathaway company

Live to Ride

From: Rayner Brian [redacted]
Sent: Thursday, November 13, 2014 2:55 PM
To: Thorpe, Tim
Cc: Jacky Tom
Subject: RE: Lear 35 Aeronca Thrust Reverser Training

Dear Mr. Thorpe,

Thank you very much for this information.

Have either of our pilots attended training at either of your facilities?

Who else provides Lear 35 simulator training that you know of? Simuflite? Do you have contact information for your counterpart there?

Thank you very much,

Brian

Brian C. Rayner
Senior Air Safety Investigator
[redacted]
Ashburn, VA 20147

[redacted]

From: Thorpe, Tim [redacted]
Sent: Thursday, November 13, 2014 3:40 PM
To: Jimmy Avgoustis; Rayner Brian; Jacky Tom
Cc: Eff, Tom; Kennedy, Janeth; Porterfield, Gary
Subject: Lear 35 Aeronca Thrust Reverser Training

Gentlemen:

Copies of the LR-JET Syllabus for Initial and Recurrent with respect to the Thrust Reverser. In addition; copy of preliminary NTSB report.

Answers to your questions:

1. Which FSI Training Centers had the **capacity** to provide Lear 35 Aeronca training before November 2013?
    a. Atlanta
    b. Tucson
2. How long had the training been **available** for each site?
    a. Atlanta – 31 years before November 2013
    b. Tucson – 34 years before November 2013

Preliminary NTSB Report:

NTSB Identification: **ERA14FA045**
14 CFR Non-U.S., Non-Commercial
Accident occurred Tuesday, November 19, 2013 in Fort Lauderdale, FL
Aircraft: LEARJET 35, registration: XA-USD
Injuries: 4 Fatal.
This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report.

On November 19, 2013, at 1956 eastern standard time, a Learjet 35, Mexican registration XA-USD, operated by Aero JL SA de CV, was destroyed when it collided with the Atlantic Ocean after takeoff from Fort Lauderdale/Hollywood International Airport (FLL), Fort Lauderdale, Florida. The commercial pilot and a physician on board were lost and presumed fatally injured. The copilot and a flight nurse were fatally injured. Night visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the positioning flight from FLL to Cozumel, Mexico.

The airplane had just completed an air ambulance flight for Air Evac International from San Jose, Costa Rica to FLL, and was repositioning back to its base in Cozumel, Mexico.

Preliminary voice and radar information provided by the Federal Aviation Administration (FAA) revealed the airplane had departed Runway 10 at approximately 1950, climbed straight ahead to an altitude of 2,200 feet, at an approximate groundspeed of 200 knots, when the pilot requested radar vectors back to runway 10L at FLL due to an "engine failure." The controller directed the pilot to maintain 4,000 feet and turn to a heading of 340 degrees. The pilot replied, "Not possible" and requested a 180-degree turn back to the airport.

At 19:52:34, the pilot declared a "mayday" and requested vectors back to FLL. Over the approximately three minutes that followed, the pilot requested vectors to the airport multiple times. While the pilot requested, received, and acknowledged additional radar vectors to the southwest from ATC to return to the airport, the airplane continued its slow turn and descent to the north. During the approximately two minutes that transpired after the pilot declared his intention to return to FLL, the airplane descended to 900 feet and slowed to140 knots as it flew northbound, parallel to the shoreline and away from FLL.

At 19:53:42, about 700 feet and 150 knots, the airplane initiated a left turn towards shore. The airplane continued its descending left turn until radar contact was lost at 100 feet and 150 knots on a southwesterly heading, at 19:55:42.

The pilot was issued a commercial pilot certificate by the government of Mexico, with ratings for airplane single- and multi-engine land, and instrument airplane. His most recent medical certificate was issued August 22, 2013. According to the operator, the pilot had accrued 10, 091 total hours of flight experience, of which 1,400 hours were in the 30-series Learjet.

The copilot was issued a commercial pilot certificate by the government of Mexico, with ratings for airplane single-engine, airplane multiengine land and instrument airplane. His most recent medical certificate was issued on June 26, 2013. According to the operator, the copilot had accrued 1,235 total hours of flight experience, of which 175 hours were in the accident airplane make and model.

According to FAA and maintenance records, the airplane was manufactured in 1979. Its most recent continuous airworthiness inspection was completed November 4, 2013, at 6,842 aircraft hours.

At 1953, the weather reported at Fort Lauderdale/Hollywood International Airport (FLL), located 6 miles southwest of the accident site included few clouds at 2,500 feet and a scattered layer at 6,500 feet. The wind was calm and visibility was 9 miles. The temperature was 23 degrees C, the dew point was 22 degrees C, and the altimeter setting was 29.93 inches of mercury.

Wreckage was recovered from the ocean surface and taken to the U.S. Coast Guard Station Fort Lauderdale, Florida.. Examination by NTSB showed the wreckage contained exterior aircraft sheet metal skin, seat cushions, and luggage. The sheet metal skin showed no evidence of inflight or post-crash fire, and all fractures and tears were consistent with overload failure.

Tim Thorpe · Director of Training
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[redacted] · flightsafety.com · A Berkshire Hathaway company

Live to Ride

Aircraft Systems Modules

A. Aircraft General Module
   1. General
      a. Contents of AFM
      b. Training Manuals
      c. Equipment and Furnishings
      d. Emergency Equipment
   2. Structures
   3. Operating Limitations
   4. Instrument Markings
      a. Engines
      b. Miscellaneous Cockpit Instruments
   5. Aircraft Walkaround
      a. Use Appropriate Visual, ACPS, or Available Aircraft

B. Electrical Module
   1. General
      a. System Description
      b. AC Power
      c. DC Power
      d. Annunciators
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

C. Fuel Module
   1. General
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

D. Powerplant Module
   1. General
      a. Basic Engine Familiarization
      b. Ignition and Start System
      c. Engine Fuel System
      d. Engine Oil System
      e. Synchronizing
      f. ITT/EGT System (As Applicable)
      g. Annunciators
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

E. Fire Protection Module
   1. Engine Fire Detection
      a. General
      b. Operation
   2. Engine Fire Extinguishing
      a. General
      b. Operation
      c. Limitations
      d. Abnormal and Emergency Procedures
   3. Portable Fire Extinguisher
      a. Location
      b. Preflight

F. Hydraulics Module
   1. General
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

G. Thrust Reversers Module (If Applicable)
   1. General
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

H. Landing Gear and Brakes Module
   1. General
      a. Landing Gear
      b. Brakes
      c. Antiskid
      d. Annunciators
      e. Nosewheel Steering
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

I. Flight Controls Module
   1. General
      a. System Description
      b. Controls and Components
      c. Indicators/Indications
      d. Annunciators
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

E. Flight Simulator Module No. 5

1. Takeoff and Departure Phase
   a. Thrust Reverser Malfunction (If Applicable)
2. Inflight Maneuvers
   a. Specific Flight Characteristics— Overspeed Recovery
3. Instrument Procedures
   a. Instrument Approach With Windshear
4. Landings and Approaches to Landings
   a. Landing With a Flight Control Malfunction
5. Normal and Abnormal Procedures
   a. Flight Control System
   b. Environment and Pressurization System
   c. Other Systems (As Determined By Make, Model, or Series of the Aircraft)
6. Emergency Procedures
   a. Rapid Decompression
   b. Emergency Descent (Maximum Rate Descent)
   c. Windshear

NOTE

Flight Simulator Module No. 5 will, as necessary, include a review of the maneuvers and procedures outlined in the ATP Practical Test Standards.

F. Flight Simulator Module No. 6

Line Oriented Simulation Training will facilitate the transition from the fixed package of maneuvers in the Flight Simulator Modules to crew-oriented line flying. Line-Oriented Simulation Training will include two (2) Flight Segments:

SEGMENT 1

This segment will include strictly normal procedures from taxi after engine start at one airport, to arrival at another.

SEGMENT 2

This segment will include training in appropriate abnormal and emergency flight operations.

Aircraft Systems Modules

A. Aircraft General Module
   1. General
      a. Contents of AFM
      b. Training Manuals
      c. Equipment and Furnishings
      d. Emergency Equipment
   2. Structures
   3. Operating Limitations
   4. Instrument Markings
      a. Engines
      b. Miscellaneous Cockpit Instruments
   5. Aircraft Walkaround
      a. Use Appropriate Visual, ACPS, or Available Aircraft

B. Electrical Module
   1. General
      a. System Description
      b. AC Power
      c. DC Power
      d. Annunciators
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

C. Fuel Module
   1. General
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

D. Powerplant Module
   1. General
      a. Basic Engine Familiarization
      b. Ignition and Start System
      c. Engine Fuel System
      d. Engine Oil System
      e. Synchronizing
      f. ITT/EGT System (As Applicable)
      g. Annunciators
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

E. Fire Protection Module
   1. Engine Fire Detection
      a. General
      b. Operation
   2. Engine Fire Extinguishing
      a. General
      b. Operation
      c. Limitations
      d. Abnormal and Emergency Procedures
   3. Portable Fire Extinguisher
      a. Location
      b. Preflight

F. Hydraulics Module
   1. General
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

G. Thrust Reversers Module (If Applicable)
   1. General
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

H. Landing Gear and Brakes Module
   1. General
      a. Landing Gear
      b. Brakes
      c. Antiskid
      d. Annunciators
      e. Nosewheel Steering
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

I. Flight Controls Module
   1. General
      a. System Description
      b. Controls and Components
      c. Indicators/Indications
      d. Annunciators
   2. Operation
   3. Limitations
   4. Abnormal and Emergency Procedures

4. Landings and Approaches to Landings
    a. Approach and Landing With a Powerplant Failure
    b. Crosswind Landings
5. Normal and Abnormal Procedures
    a. Electrical System
    b. Fire Detection and Extinguisher Systems
    c. Powerplant
6. Emergency Procedures
    a. Emergency Evacuation

C. Flight Simulator Module No. 3
1. Takeoff and Departure Phase
    a. Instrument Takeoff
    b. Instrument Departure
    c. Takeoff with Thrust Reverser Malfunction (If Applicable)
2. Inflight Maneuvers
    a. Specific Flight Characteristics— Dutch Roll
    b. Specific Flight Characteristics— Inadvertent Overspeed
3. Instrument Procedures
    a. Circling Approach
4. Landings and Approaches to Landings
    a. Landings From a No Flap or Nonstandard Flap Approach
    b. Landing From a Circling Approach
5. Normal and Abnormal Procedures
    a. Hydraulic Systems
    b. Environmental and Pressurization Systems
    c. Aircraft and Personal Emergency Equipment
    d. Flight Controls
    e. Anti-ice Systems
6. Emergency Procedures
    a. Rapid Decompression
    b. Emergency Descent (Maximum Rate Descent)
    c. Inflight Fire and Smoke Removal
    d. Airframe Icing

D. Flight Simulator Module No. 4
1. Landings and Approach to Landings
    a. Landing with a Flight Control or Thrust Reverser Malfunction (If Applicable)
2. Normal and Abnormal Procedures
    a. Other Systems (As Determined by the Make, Model, or Series of Aircraft)
3. Emergency Procedures
    a. Thrust Reversers Malfunctions (If Applicable)
    b. Other Procedures (As Maybe Required by AFM)
    c. Windshear