

DCA03MA022
Human Performance Specialist's Factual Report
Attachment 1 -- Interview Summaries

Interview:	Kristine E. Woock, Captain, Air Midwest
Date:	January 12, 2003
Time:	1800
Location:	Via Telephone
Present:	Byrne, Richardson

During the interview, Ms. Woock stated the following:

Ms. Woock was a friend and roommate of Captain Leslie. Ms. Woock had been employed by Air Midwest for 3 ½ years. She had about 3,000 hours total flight time, including about 2,600 hours in the BE1900.

Ms. Woock provided the following information about Captain Leslie's activities in the days before the accident:

Friday, 1/3/03: Ms. Woock left town and called Captain Leslie to chat for a while. They realized that they would both be in CLT together later. Captain Leslie had just come from Dallas and wanted to meet with Ms. Woock to chat. They talked about possible flying jobs available in Little Rock, Arkansas. They went out to a movie with Courtney Thompson's mother and when they got back they did "paraffin wax stuff."

Saturday, 1/4/03: No contact.

Sunday, 1/5/03 Ms. Woock came home from her trip and Captain Leslie was doing a trip in Key West, Florida.

Monday, 1/6/03 Ran lots of errands. "Brent" Flew in from Little Rock. Ms. Woock got home and Captain Leslie, "Brent," and "Courtney" were in Courtney's room. Captain Leslie must have just gotten home because she was still in her uniform and her crew bags were still in the living room. Captain Leslie was in an exceptionally good mood because she found out that "Brent" had bought a diamond engagement ring for her. They had dated for about a year and a half. Captain Leslie baked cookies and muffins on Monday.

Tuesday, 1/7/03 Captain Leslie was on reserve starting at 0500. Crew scheduling called her to do a trip. The last time that Ms. Woock saw Captain Leslie was Tuesday night at about 2130. Captain Leslie was picked

up at the Airport by "Brent," her boyfriend. Ms. Woock noted that Captain Leslie was tired because of the long day of flying she had. By the time the trip was done it was a 16-hour duty day. "Brent" made dinner; they all ate and went to bed.

Wednesday, 1/8/03 Ms. Woock heard Captain Leslie make a sandwich in the kitchen about 0630, before she headed off to work. Captain Leslie always ate breakfast. Ms. Woock noticed peanut butter in the kitchen when she got up. She said that Captain Leslie usually ate cereal for breakfast. She said it took about 45 minutes to go from their apartment to the airport.

She said there was nothing abnormal about Captain Leslie or her activities in the days before the accident. Captain Leslie was always in a good mood.

Ms. Woock met Captain Leslie when they were based in Little Rock. They lived near each other. They became roommates in June of 2002. They had been waiting for 4 or 5 months to get transferred to the CLT base.

Captain Leslie was in great health and Ms. Woock could only remember her getting a cold once or twice.

Ms. Woock and Captain Leslie became roommates in Charlotte in June 2001. There were no notable changes in her health. She may have had a cold or two in the last year. Captain Leslie was big into exercise and loved to cook. She would also go to movies a lot. Captain Leslie loved to exercise. She did an exercise class at 0600 daily, or she would go in the evening. She just purchased a new Toyota Camry after Christmas; she was "financially fine." When she was not flying, she usually went to bed between 2200 and midnight and would wake between 0800 and 1000. She was a non-smoker and drank only in a social context.

She flew with Captain Leslie before as a captain-captain pairing. Captain Leslie was the first officer for the flight. She described Captain Leslie as a great pilot.

Ms. Woock had flown with Jonathan Gibbs; he was a very precise pilot. She loved flying with him. She said it was like flying with a good friend. She described him as an "awesome pilot." He again and again amazed her at the things he would catch while flying. He only had about 700 hours; he attended the Mesa Pilot Development Program (San Juan College). He was a natural with the passengers and always double-checked the load manifest. She let him do the load manifest 3 or 4 times and when she double-checked the numbers, there were no mistakes. All of the flights were uneventful. No weaknesses were noted.

First Officer Gibbs was an outdoorsy type of person who loved to go hiking. He had a great character. He liked to cook. He was a non-smoker and very rarely drank; maybe a beer or two, if at all. He lived alone in an apartment about 10 minutes away from them.

Ms. Woock expressed her displeasure with the HTS maintenance base. She stated that there were several instances where maintenance should have been done but was not. They "seemed to always pass the buck." She said "Curt" and "Ed," mechanics in CLT, were good and they would sometimes complain when they brought airplanes back from HTS that they had not been fixed. She described a problem with a malfunctioning altitude alerter. The airplane was taken to HTS to be fixed and the next morning the alerter had not been fixed. Captain Bumpus and Ms. Woock flew the airplane back to CLT with the alerter beeping every one to two seconds. First Officer Gibbs was the first officer who took the airplane from them back in CLT, and had to fly it next with the alerter malfunctioning. She said HTS was late bringing the airplane out in the morning and half the time the MELs were not fixed. She said she had called dispatch about the problems at HTS. Dispatch said, "we know, we deal with them all the time, call maintenance at CLT if you want to do anything about it." She called them and they said, "they know – call Ron Debrick." She said "Mike" in New Orleans was good.

In October 2001, she had a landing gear problem going into BNA. The airplane number was 182. The problem was traced to grease and grime on the landing gear sensors. She filed an ASRS report on the event and was called back by the ASRS people.

She said in certain instances pilots at Air Midwest are pressured to fly airplanes that they did not feel comfortable with and pressured into accepting certain trips. They also make them fly over 16 hours by flying a Part 91 leg so it does not count towards duty time. She said she is not aware of any pressure resulting from bumping bags or passengers. She said station people at CLT give them a hard time about taking bags off, saying, "no, we bump people first." They have to tell them that it is for weight and balance and one time they had the station manager come out not too long ago.

Captain Leslie always wanted to fly. A neighbor of hers flew for American Airlines when she was growing up. Captain Leslie wanted to be a pilot since before she learned to drive. Captain Leslie kept her logbook in the apartment.

Interview:	Courtney Thompson, First Officer, Air Midwest
Date:	January 13, 2003
Time:	1209
Location:	Via Telephone
Present:	Byrne, Richardson

During the interview, First Officer Thompson stated the following:

First Officer Thompson was a roommate with Captain Leslie. She last saw Captain Leslie Friday night. She said Captain Leslie and First Officer Thompson's mother had gone to see a movie. First Officer Thompson came home from work and they all had dinner and did a "paraffin wax thing." Around 2130 or 2200, they went to bed.

Captain Leslie was on reserve duty on Saturday. Captain Leslie called her Saturday to tell her that she was going to Key West to fly a trip. Captain Leslie was happy to do it and was going to see if the company would leave her there on Monday.

The company sent her back to CLT on Monday. Captain Leslie called her when she got to the airport to tell First Officer Thompson about the trip. She could see the ocean from her hotel room. "Brent" picked her up at the airport and they drove back to the apartment. Captain Leslie cooked dinner. Before that they went to the grocery store. She described Captain Leslie as normal in all respects in the days before the accident. She was happy as usual.

The only night she saw Captain Leslie tired was Tuesday night after she got home from work. She had had a long day. Captain Thompson got up that day around 1000 and Captain Leslie was already up.

Captain Leslie had dinner with "Brent" when she got home Tuesday night; they reheated Monday night's dinner. After eating, she went to bed. Captain Thompson said Captain Leslie got home about 2130, and she last saw Captain Leslie go into her room about 2215-2230.

After Captain Thompson got up about 1015-1030 Tuesday morning, Captain Leslie was already in the kitchen. Captain Leslie had been called for the day's trip; she was happy to be flying with First Officer Gibbs. Captain Thompson said that crew scheduling had called Gibbs around 0930, and had called Captain Leslie around 1000. Captain Thompson said that when Captain Leslie eventually returned home on Tuesday night, her duty day had approached 16 hours and she was complaining about that. According to Captain Thompson, Captain Leslie said that she did not want to do that last Lewisburg turn. She came home irritated about that but it was not a major thing. She was not in a bad mood.

Captain Thompson said that she thought Captain Leslie got to the apartment around

1500-1600 on Monday after coming back from Key West. "Brent" and Captain Leslie cooked dinner and they went to sleep about 2230-2300.

Captain Thompson said there was nothing wrong with Captain Leslie. She was not taking any medications. She was a nonsmoker and only occasionally drank wine. She was in good health in the days before the accident.

Captain Thompson said she was not aware of any previous accidents or incidents involving Captain Leslie, either in an airplane or in a car. Captain Leslie liked flying and she liked flying for Air Midwest. First officers liked flying with her. On Tuesday night Captain Thompson asked Captain Leslie who she was flying with on Wednesday and she said First officer Gibbs. She did not mind doing the trip on Wednesday because it would be with him.

Captain Leslie was never angry or mad.

It normally takes about 30 minutes to get to the airport from their apartment. She said that it can take about 20. Generally she said they would all leave an hour early for their flight, but sometimes would leave only 45 minutes in advance. She said that "Brent" drove her to work on Wednesday. "Brent" told Captain Leslie that she looked happy that day.

Wednesday morning Captain Leslie was up in the kitchen around 0615-0630. She was normally loud in the kitchen slamming cabinets, etc., and would normally wake Captain Thompson up. It looked like Captain Leslie had made a peanut butter sandwich.

Captain Thompson met Captain Leslie after September 11, 2001 when they were in MCI. They lived together in a studio apartment.

Captain Thompson flew with Captain Leslie for a month. As a pilot, she described Captain Leslie as excellent. She said they could be really goofy together at home but when they flew together she thought it was cool that Captain Leslie could so easily differentiate between work and being her friend. At all times during the flights they flew together Captain Leslie was always by the book, and it was clear that she was the captain. Captain Leslie would immediately "rein her in if she did try to goof."

Captain Leslie was a morning person who usually woke up around 0800-0900. She would go to bed generally between 2300-0000 when she was not flying but it would depend on what they were doing. Generally they did not stay up past midnight. Captain Leslie did not do any flying outside of work that she was aware of.

Captain Thompson flew the accident airplane on January 6, 2003. She was on reserve and flew the airplane out and back to LYH. The originally scheduled first officer needed rest. She said that she honestly did not notice anything unusual with the airplane. She was the flying pilot on the leg from LYH to CLT. She noticed nothing at all wrong with the airplane during the walk-around at both locations. She said that she looks at the trim tab and the elevator when doing the walk-around and saw nothing unusual. It looked normal. The deicing boots and all the other items around the tail were fine.

Nothing abnormal. The controls felt normal, too. The elevator checks in the cockpit felt normal. She said you do it so much that if something did feel different you would notice it.

From what she remembers when they took off at CLT and LYH, there was nothing unusual about the airplane. It flew fine. She said there is nothing remarkable about the airplane that she could remember and she had been trying hard over the past few days to replay the flights in her head. She said the struts looked normal.

She said she did not like HTS maintenance. She had been doing stand-up overnights there for months and months and they never got the airplane out on time. She said they would arrive around 2100-2200 and expected to leave around 0545. She never got out on time. Half of the MELs they came in with were on the airplane when they came back.

She said at Panama City they fix the airplanes and she feels comfortable with it. Coming out of HTS, they have to check the airplanes again. She and Dustin Green went there with a good airplane. "Darrin" was up there and got the good airplane to fly Part 91 back. They got the airplane that was having maintenance performed on it. They had not cleared the annunciator panel MEL and they had to cancel the rest of the trip. They had to call the night shift maintenance in early to fix the airplane at HTS.

She knew First Officer Gibbs. He went to school with her in Farmington. He was quiet in Farmington. He liked to do his own thing. She knew him professionally at Air Midwest and knew that he had flown with Captain Leslie a lot. Captain Thompson said Captain Leslie enjoyed flying with him.

She said pilots often call in sick instead of calling in fatigued so they will not get hassled.

She said Captain Leslie was always busy. She enjoyed flying and liked doing overnights. On overnights, she would take the shampoo and soap from the hotels to give to a women's shelter. She liked crafts, movies, outdoors stuff, and she routinely went to church.

Interview:	Neill McLeod, First Officer, Air Midwest
Date:	February 6, 2003
Time:	1330 est
Location:	Via Telephone
Present:	Byrne

During the interview, First Officer McLeod stated the following:

McLeod first met Jonathan Gibbs in August 1999. They met while at the Mesa Airlines Pilot Development (MAPD) program at San Juan in NM. He described Gibbs as a positive person, a great student, and someone who was thorough. He said Gibbs's attention to detail was second to none. Gibbs was awarded a competitive academic scholarship at San Juan. While at school they helped each other study and he knew that Gibbs scored very high on the BE1900's systems tests and knew the limitations well.

Gibbs lived near him in CLT. He described Gibbs as someone who enjoyed the outdoors, hiking, and going to movies. He said Gibbs had a laid back lifestyle. He liked to travel.

He last spoke with Gibbs on January 7 about 0900. They had a routine conversation. Gibbs told McLeod that he was on reserve and on-call over the next few days but he was going to be off duty on January 9. They also talked about McLeod's move to SHV. He saw him last in early December when he got together socially with Gibbs.

He said Gibbs was in good health and he noted nothing suggesting that Gibbs was sick when they talked on the 7th. He described Gibbs as a nonsmoker, who would consume alcohol occasionally in social settings. He said Gibbs was a morning person who seemed self-motivated and if had nothing going on would usually be up around 0830-0900.

He described Gibbs' commute to the airport as somewhere between 35-50 minutes – Including parking the car and riding the shuttle to the terminal.

He described Gibbs' personal situation as stable and his financial situation as above average.

He said that Gibbs had a great attention to detail. He remembered how Gibbs would effectively memorize checklist items in detail -- even when they contained more than a dozen and a half items. He said Gibbs was an excellent pilot with high enthusiasm for the job and the industry.

Interview:	William Ross Douglas, First Officer, Air Midwest
Date:	February 6, 2003
Time:	1215 est
Location:	Via Telephone
Present:	Byrne

During the interview, First Officer Douglas stated the following:

Douglas was a first officer for Air Midwest. He first met Jonathan Gibbs in August 1999 when they started flight school together at MAPD. They were in the same class and were roommates for about a year and a half while in New Mexico.

He last saw Gibbs in September. He spoke with Gibbs around the end of December. Gibbs told him that he had gone to visit his family in California for Christmas. He described Gibbs as being in good spirits and added that he enjoyed spending time with his family in California.

He said Gibbs enjoyed outdoor activities. He liked to hike and also enjoyed white water kayaking.

Gibbs enjoyed working for Air Midwest. He eventually wanted to get hired by a major airline and fly larger airplanes.

He described Gibbs' health as pretty good and added that Gibbs was always conscious of what he ate. He said Gibbs' personal situation was stable. He had experienced no significant life events other than helping to put together his brother's wedding ceremony -- during his furlough after 9/11.

He said Gibbs was savvy with money and he had no financial problems. He said that before flight school, Gibbs had owned a home in California and it was through the sale of that home that he had financed some of his flight school training.

He said Gibbs had no problems with the MAPD training and added that he did quite well in that environment.

He said Gibbs loved his job and took a lot of pride in being an airline pilot. He said Gibbs was a good communicator -- that he had a good personality for being part of a flight crew.

Interview:	Brent Brakhop, First Officer, Air Midwest
Date:	February 5, 2003
Time:	1320 est
Location:	Via Telephone
Present:	Byrne

During the interview, First Officer Brakhop stated the following:

Brent Brakhop had known Katie Leslie for about 2 years and had been dating.

Brakhop provided the following information about Leslie's activities in the days before the accident. They both were in Dallas on the 1st spending time with her family. Leslie returned to CLT on Friday, January 3, and she went to a movie with a roommate's mother. On Saturday, Leslie was called by Air Midwest and notified about the trip to Key West. She flew to Key West on Sunday and returned to CLT on Monday. On Monday afternoon Brakhop met her at the airport. Leslie was on reserve the rest of the day and she engaged in routine activities like getting groceries, making dinner, and watching TV the rest of the day and into the evening. She went to sleep about 2300. On Tuesday morning, Leslie awoke about 0900-0930 and got the call to come into work. She had breakfast at home and then had about a 16-hour duty day. That evening, Brakhop picked her up at the airport and they had dinner at home and then went to sleep about 2230.

Brakhop said that during the trip on Tuesday, before the final "out and back" to LYH, Leslie told Air Midwest (either crew scheduling or dispatch) that they would be close to 16 hours on-duty, and if it looked like they were going to exceed 16 hours they may have to stay in LYH. Air Midwest asked her if that happened could she Part 91 the airplane back to CLT? She told them no; it would be unsafe. She called Brakhop about this time and he described her as being mad about the way the company was handling it. Brakhop said Leslie did return to CLT before the 16-hour duty day was exceeded but she was worn out and ready to go home after the long day. Brakhop described Leslie as being tired but not too worn down because she had gotten plenty of sleep the night before (about 9 1/2 hours); he also said she had gotten over being upset about the company's actions.

On Wednesday morning, Leslie awoke about 0625 to get ready for the trip. She made breakfast and prepared a snack for the trip. Brakhop described her as happy that morning, and they drove to work in her brand new car. He said she enjoyed going to work. She told him she was flying CLT-GSP-RDU and then would deadhead back to CLT. She was scheduled to be back in CLT about 1330. He dropped her at the airport and then parked her car for her before he walked out to the gate area. There he saw Leslie's first officer, Jonathan Gibbs, doing a walk around. Brakhop described Gibbs as someone who was always very meticulous. He said it looked like he was taking his time looking at everything; and Leslie was looking at the release in the airplane. Leslie then

came inside and mentioned to him that it was a full flight and she needed to go back outside to assist with boarding the airplane.

Brakhop said that Leslie would usually sleep-in until 0730-0800 when she was not working. She'd often work out in the morning after getting up; and then get something to eat for breakfast. He said on Monday night they went on a long walk/jog.

He said Leslie did not do any flying outside of Air Midwest. He said she was on the flight demonstration team at her college.

He said Leslie flew an airplane about 3 weeks before the accident that had a sticky trim wheel -- it needed a lot of force to get the wheel to move. She complained to the company and the company said to fly it. She grounded the airplane and it flew to HTS via Part 91.

He described Leslie as healthy, happy, and not tired on the morning of the accident. He said her personal life was stable, and financially she was able to pay her bills and afford the purchase of a new car recently. He said she occasionally would have a glass of wine with dinner but did not consume any alcohol in the day before the accident. He said she did not normally use caffeine. She had a normal breakfast for her that morning.

Brakhop said Leslie enjoyed the trip to Key West and that she was happy to get sent to Florida while on reserve. She told him that on Monday morning she took a long 3-hour walk around Key West and then ate breakfast. She returned to CLT about 1600 (deadheading to CLT through MIA).

Brakhop said that Gibbs and Leslie had flown together for a while. He said she told him that Gibbs would sometimes talk about systems of the airplane as if he knew them very well -- and this was characteristic of pilots from the San Juan program as they would study the systems in depth. He said Leslie would say this would bother her sometimes, that he'd be quizzing her, but after a while, he started being a very fun person to fly with for her. Leslie told Brakhop that she liked flying with Gibbs because he's a good support pilot who helps you out and when he took care of the paperwork he did it well and it was correct.

Brakhop said that he has heard multiple stories from pilots he has talked to about flying the BE1900 with a far aft CG and the nose would be up in the air during taxi but it would take off and fly just fine. He remembered Leslie saying that if an airplane was ever like that she would not fly it -- she would go back and bump bags. Brakhop said that the ramp personnel would take off bags ultimately -- but some stations would rather take people off the airplane than bags if the airplane exceeded weight limits. He said in his experience when the nose strut is extended during loading it comes down as the engines are started and the brakes are released.

Brakhop said that on his walk-arounds he has noticed that ramp personnel do not always ensure that clips for the netting in the baggage compartment are clipped. He has noticed a couple of clips not secured at times.

Brakhop said that he had heard that during the accident Leslie was thrown from the airplane but Gibbs had not been. He said this might have been due to their relative size and the fact that some of the belts in those airplanes are very hard to tighten down all the way. He said Leslie normally wore her shoulder harness for takeoff and landing -- and she would put her belt and shoulder harness on at the gate when she got into the airplane.

He said Leslie's logbook was not kept up to date -- with all the flying they were doing it was hard to do that and they were working to catch up on that.

Interview:	Christopher Rybicki
Date:	February 25, 2003
Time:	1015 est
Location:	Via Telephone
Present:	Byrne

During the interview, Mr. Rybicki stated the following:

Christopher Rybicki is self-employed and was a friend of Jonathan Gibbs. He knew Gibbs for about 6 months before the accident. They met through Charlotte Outdoor Adventures (CHOA), an outdoor sports and recreation club in the Charlotte area. Rybicki described Gibbs as a friend and said that together they would go hiking and do other outdoor activities together.

Rybicki last saw Gibbs about a week before the accident. It was a social visit and they talked about a possible kayaking trip together. He last spoke with Gibbs about 3 days before the accident. This was Sunday morning about 1100. Gibbs called Rybicki to discuss his schedule for the upcoming week as the two were planning on going away the following weekend on a trip. Gibbs sounded normal and in addition to discussing his schedule, mentioned to Rybicki that he was helping his father by doing some graphics for his father's company website. Rybicki said they had originally planned to play Frisbee golf on Sunday but the weather was not good enough to play -- He said Gibbs indicated he was going to listen to music at home, relax, and work on the web site that day. Rybicki said he thought Gibbs told him that he would be on-call for most of that week but was not positive about this.

Rybicki said Gibbs was in excellent health and was someone who worked out regularly - using the gym at his apartment complex 2 or 3 times a week. Rybicki said Gibbs did not take any medications to his knowledge.

Rybicki said that Gibbs' personal situation was stable and his financial situation was good. He said Gibbs did not make a lot of money as a pilot but he had previously bought a home, fixed it up, and then sold it for a profit so he had money from that to help out.

Rybicki said there were few people in the CLT area who would have knowledge of Gibbs' activities in the days before the accident.

Rybicki said that Gibbs really had good flying skills. He said Gibbs talked about flying a lot and flying was his great passion. He said that Gibbs would always be home at a decent hour and would cut engagements short to make sure that he would be ready for flying in the morning. He said that Gibbs took flying very seriously. Rybicki said that Gibbs was someone he admired as he had a strong determination to see things through.