

Docket No. SA-538

Exhibit No. 14-B

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Interview Summaries

(15 pages)

Attachment 1

to the Human Performance Group Chairman's Factual Report

DCA13MA133

Interview Summaries

1.0. Interviewee: Lisa Gronlund, Guest Service Representative, Radisson Hotel & Conference Center

Date: August 20, 2013

Time: 1555 edt

Location: via telephone

Present: Katherine Wilson – NTSB

Ms. Gronlund declined representation.

During the interview, Ms. Gronlund stated the following:

She was at the front desk and checked out the accident captain on August 13, 2013. He gave her his room key and then sat over to the side the lobby to wait for the driver. He did not mention how his stay was or how he rested during his stay. She did not interact with him long enough to determine what his mood was like. She did not notice the accident captain yawn or if he looked tired. She did not recall specifically if she saw the accident first officer. She thought he checked out about 1920-1930.

2.0. Interviewee: Michael Parr, Houseman, Radisson Hotel & Conference Center

Date: August 20, 2013

Time: 1603 edt

Location: via telephone

Present: Katherine Wilson – NTSB

Mr. Parr declined representation.

During the interview, Mr. Parr stated the following:

He did transportation for the hotel and worked closely with the pilots. He had driven the accident first officer to the gym the week before. She went to the gym quite often. Mr. Parr told his General Manager that he observed nothing out of the ordinary when he saw the accident first officer on the morning of August 13, 2013. He saw her about 1100 having a late breakfast. He asked how she was doing and if she was going to the gym. She said no and that she was just going to take it easy in the hotel. He thought it looked like she had recently woken up. She did not look different than other times he had seen her except that she looked like she had just woken up. He did not see her yawning and she did not look too tired. She was sitting there watching the news on the television.

3.0. Interviewee: Gayle Georgeann Nelson, Client Service/Front Desk, Radisson Hotel & Conference Center

Date: August 21, 2013

Time: 2140 EDT

Location: via telephone

Present: Katherine Wilson – NTSB

Ms. Nelson was represented by Mr. Marcus Bacon, General Manager, Radisson Hotel & Conference Center.

During the interview, Ms. Nelson stated the following.

She worked from 1500-2300 on August 13, 2013. She checked out the accident first officer at 1952. She had not seen her earlier in the day. The accident first officer handed in her key card, said hello, and made brief eye contact with Ms. Nelson. The accident first officer seemed fine. Ms. Nelson told her to have a safe trip and the accident first officer then stood outside and made a phone call while waiting for the van. Ms. Nelson did not check out the accident captain. She saw him sitting in the lobby on the sofa with his back to her while he waited for the van. The accident first officer came down and checked out early as the van run was not until 2006. The accident first officer did not mention anything personal about her stay. Ms. Nelson did not see the accident first officer yawn and she did not seem tired; she seemed fine like she was going to work. She did not rub her head like she was not feeling well. Ms. Nelson did not think she had seen the accident first officer before. The van driver arrived and came into the lobby to get the accident captain.

4.0. Interviewee: Russell Eugene Roland, Supervisor of Transportation, Radisson Hotel & Conference Center

Date: August 21, 2013

Time: 2146 edt

Location: via telephone

Present: Katherine Wilson – NTSB

Mr. Roland was represented by Mr. Marcus Bacon, General Manager, Radisson Hotel & Conference Center.

During the interview, Mr. Roland stated the following:

He picked up the accident flight crew from the airport on August 13, 2013, between 0551 and 0555. The accident crew got in the van. Mr. Roland took their luggage. Both crewmembers said hi. They arrived at the hotel about 0615. He set their luggage out and said thank you. They did not have any conversation besides the accident first officer asking Mr. Roland what time they would be picked up that evening. He told them 2006 and both crewmembers repeated that. That was the last he heard them talk in the van. He thought they looked fine to him. He did not notice them yawning and they did not seem tired. It was a pretty standard ride from the airport. Mr. Roland did not pick them up that evening.

5.0. Interviewee: Billy Earl Moody, Friend of accident FO

Date: August 28, 2013

Location: UPS Flight Training Center; Louisville, KY

Time: 1405 edt

Present: Katherine Wilson, David Lawrence – NTSB

Mr. Moody was represented by Kathy Yodice, Yodice and Associates.

During the interview, Mr. Moody stated the following:

He was a friend of the accident FO. They met about 10 years ago. He was at United and was furloughed in 2003. She was at Fraction Air and was a Beechjet co-pilot. He was hired by Fraction Air in the left seat. They flew several trips together and hit it off. She did some contract work for them. He left Fraction Air and later came back. The accident FO was still there. He was recalled at United in 2006. They stayed in contact and were both looking for jobs at UPS.

They were in the same new hire class at UPS in 2006. The class split up in “cliques”. They were a close knit group. He and the accident FO were the only two who knew each other in the class. They became close after being hired by UPS due to this commonality.

Over the years they probably talked daily. At the time when they met, she was not married but he was and his wife was OK with the friendship. They had an amicable friendship. There would be days when they would not talk and then they might talk 7 days in a row. When they were both flying, they would talk a lot to pass the time when on the road. They both went to Anchorage together during the downturn in the economy. He came back to SDF at the first opportunity and encouraged her to come to the Airbus too. She did her initial training on the A300 shortly after he did.

They would have lunch together on occasion.

That particular night, Monday before the accident, they sat the sort together. Their inbound flights took them to the sort. He told her that he was getting a cold. He sat the entire sort and told her he would fly outbound to Chicago. She gave him her car keys. They talked on Tuesday, August 13, and the conversation consisted about him needing her car. He gave scheduling a heads-up that he would operate the inbound leg to SDF but would not continue and then he drove her car home that night right before the BHM leg. They had 3 phone conversations that day – on August 13 at 1343 for 29 minutes, at 1922 for 10 minutes, and at 1954 for 13 minutes.

He and the accident FO were hired at UPS on the B727. He was hired in the right seat of the B727, and she was in the back seat. They maybe flew 1 or 2 simulator sessions together. That was the only time in 7 years that they had training together.

They only time they flew together was at Fraction Air.

They talked three times on Tuesday, August 13. When they first talked she did mention how she was feeling. She texted him the day prior when they were flying into SDF and mentioned how

tired she was. They flew their outbound legs and then talked at 0143 on August 13 and the conversation was picked up. She mentioned how she had woken up at 11 or 1130 and had not slept and that tied into her saying “here we go again.” Their conversation was more about personal stuff and about him being sick. The last text messages exchanged were about arrangements with her car.

It was the night before the accident that she had talked about being tired and said “here we go again.” He did not see her in Louisville on the morning of August 14. He found it odd because he was in her car but he felt bad and was not going to wait around in the sort to talk to her. He did not hear from her the entire ride home which surprised him. He thought she was either talking to another crewmember or was in a sleep room.

She was very close with her parents who lived between SDF and Lynchburg. Her mom and dad knew he had her car.

He talked with her about her sleep on Tuesday.

One thing that stood out in his mind was that she walked in a set of shoes such that she was scrutinized more than men. She was an attractive, petite girl with a “one of the guys” attitude. She was fazed with excessive minutia about things like her seat height.

The accident FO did not have a bad thing to say about the accident captain. He had never met the accident captain. She had stories about flying with another captain who commented on her FMC set up and things like that, but she had no complaints about the accident captain.

He talked to her on either Saturday or Sunday before the accident. She went from San Antonio to Houston to visit her friend Whitney Dicks, a Southwest Airlines dispatcher. She spent time with her friends over the weekend. They spoke a couple of times and he had come missed calls from her. She had a good time and he believed she repositioned back to San Antonio on Monday morning. They talked and he was surprised she did not give him a hard time about the missed calls from her. She was having a good time with her college friend.

He exchanged text messages with her on Sunday.

She had been married about 3 1/2 years. The first time he met her husband was at her memorial. He was not in the aviation community. She had known her husband from high school and thought they had reunited through church friends and family. It was a little odd because she had so many friends in aviation and then this came out of nowhere. But they shared a mutual interest in that he owned acreage and she had a passion for horses and built a barn on the property.

Like most marriages, it had problems. She was outgoing and her husband was closed in. When she would go on a trip for 4-5 days, they would not talk the whole time. There was nothing he could put his finger on. Her husband was a “country boy” that was not very animated and she spoke her mind and was a very outgoing person. He thought that got to her and he did not think there was much affection. But he did not think it even remotely took a toll on her in her

performance. He did not think it was that big of a deal or a distraction. It was never serious enough where he was concerned.

Since the accident, he saw her room that was kept at her parent's house. She hung pictures of the A300 and their class. That was a side she hid from him. She took pride in working for UPS.

It was not anything she could not handle.

She did not have any children.

How she would commute to SDF varied. She might go commercial out of Signature at BNA but this particular time she had driven to SDF and that was why he was able to take advantage of driving her car home when he called in sick. His car was at Signature in Nashville. That was where Fraction Air was based and they still knew people who worked there. Where he lived was 40 minutes closer to SDF and it took him 2:30 hours to drive to SDF. He thought it would take her about 3:10-3:15 to drive from her house to SDF.

They had discussed recently how much their schedules had deteriorated over time. He thought since he had come on the A300 in 2007 compared to now, that UPS optimized the operation to be more efficient. Things felt different now. They had this conversation often. She always traveled as scheduled to position herself for a trip and get rested. He would sometimes leave the next day and he would be susceptible to a 3 hour pay hit or would not be privy to the paid revenue ticket once he decided to leave the next day. On trips she was a "slam clicker." During a layover she would stay in her room where others would walk around and sightsee. She was outgoing, but when she went to her room she rested.

She discussed with him being tired on Monday, August 12, 2013. Like all of them, she struggled with that.

Regarding how he thought the schedules at UPS had deteriorated, he said they were flying more legs. When they were hired there were more narrow bodies and the flying was spread out. The narrow bodies were gone now. With the bigger airplanes they were able to add on more legs and more stops.

She had not made a fatigue call and said they would not call in fatigued. They were more the type to "fly under the radar" and would not call in. The fatigue policy was vague. About 3 years ago he had made a sick call that was within parameters. He was called out on it and it went to a hearing. The accident FO wrote a character letter on his behalf. They would share these stories and said that fear was instilled in him. He felt a little jaded by that and a little scarred. There was no outcome beyond a letter in his file about the sick call. They both thought a lot alike and shared the attitude "don't bug the system." Fatigue was vague and you almost did not recognize it. She sent him a text that said she would pay money to sleep but she had to get ready for work. Was that fatigue or tired? It was such a vague area for some personalities. She was like most, think like an Indian and not the chief.

She would make sick calls but would go to great extremes to make sure she had a doctor's note. He thought her mother could share information about that. He thought she had 4-5 sick calls in a 12 month period. Because of the type of flying they did, it was hard to power through a cold, and it would be worse at night. He did not know if there were any follow ups from her ACP about her sick calls.

They did not have the same ACP.

He was not aware of any upcoming vacations she had planned but she had spent some time about a month ago camping and horseback riding.

He thought her schedule in the days prior to the accident was pretty run of the mill. He had a couple of numbers senior to her and did not get stuck with the weekend trips. She was able to parlay that into time with friends. He would not want to do 62 hours away from home. The weekend layover was different but for the most part it was typical.

Regarding any changes to her health, he said she thought she had an issue with her thyroid. She would only eat one meal per day and did not know why she was carrying the weight she did. Her thyroid had been an ongoing concern and they had talked about it pretty recently and she was still only eating one meal a day. He tried to push her on a workout routine when they had a layover together, not because he thought she needed to workout but to keep him company. He said when you flew the back side of the clock, your stomach would do some weird things and hunger pains did not come when they should.

They discussed the fact that she had built an \$80,000 barn on her property and she and her husband had a 'pre-nup' that she would owe him for the barn loan if they got divorced. She was not struggling to pay her day to day bills.

Regarding any recent changes in her personal life, she had recently sold a horse and this was not agreed upon with her father in law; there was friction there. The crewmember she sold the horse to was approached by the father in law at the memorial service. But he did not think this was anything that would be considered a distraction to her.

He was always impressed with her academic preparation. And she was more disciplined than he about positioning herself before a trip to get rest.

He did not hang out with the accident FO outside of work. They did not live close to each other and they had different interests. They shared in common working for UPS, their sense of humor, and things that had happened to them in the past personally. They hung around together during initial training. When he moved to the A300 about a year later, they would hang out at a mutual friend's crash pad nearby SDF. That was almost a nightly thing that they would go out and she would be the sober driver. She was not a big drinker.

He recalled before her trip that she had the feeling that she was getting a cold but it never came up again after that so he did not think it blossomed.

She would tell him that she exercised but he thought she did so very seldom. Her thing was to stay in her room, deal with her “horse stuff” and be on her phone or computer.

They sat the sort together on Monday night/Tuesday morning. They were like high school kids.

She did not smoke or use tobacco products.

When she would eat her 1 meal a day varied. It was after waking up and was a big lunch. She was not fond of meeting a captain for dinner because she had a big lunch and would be concerned about what that captain would think.

He never saw her walking around with coffee to help stay awake.

She did not use any illegal drugs. She had some drinks on Sunday.

He was not aware of any prescription or nonprescription medication that she might be taking. He thought her mom would know.

He was asked to clarify the issue with a captain about how she programmed the FMC. He thought it was the week before the accident when the captain wanted her to close the discontinuity so there would be a straight line to the airport. She was taken aback by this and FO Moody agreed that how she did it was how it was done. The captain insisted on how the flight plan was done. It was just a nuance and was not a part of the SOP. She had limited experience in commercial flying, whereas he would have stood up to the captain. Whether she mentioned any concerns she had about calling for a go around, he said she was feisty and really spoke her mind at Fraction Air. It had a different feel for her. The corporate culture at UPS made pilots think a split second more before doing something. It was not as friendly as it was at United. They always thought of the repercussions at UPS. But he could not say if she would call for a go around or not.

She had entertained the idea of applying for corporate flying again when they were transitioned to Anchorage and thought it might be better on her body.

The UPS items he saw hanging in her room was at her mom and dad’s house.

He was asked to expand on her comment about “here we go again.” On August 12, they were joking in a text conversation about needing a backrub at the sort. She responded that it was a bad idea for her because now she would pay big money to be able to sleep and it was time for her to get ready. Then at 0126 on August 13, she texted that she was waiting for the van after she landed and would see him at the sort. Then they interacted personally at the sort, exchanged car keys, he flew outbound and then they had phone conversations that day and at 1233 they had a text discussion about her car. The thing that stuck out in his mind was her saying that she would pay big money to sleep and then when they picked up the conversation the next day that was when she said “well here we go again.” On August 13 at 1343 they talked for 29 minutes.

If they were in the system together and they were talking, being tired would come up just about regularly.

She did what she was supposed to do to get ready.

She had not ever called in fatigued. She would not have done it.

She recently had trouble staying awake in the cockpit. It had become an epidemic that they almost laugh about. He thought it was within the last month but probably sooner. It was hard to know which comments were serious and which were a joke.

She was not particularly fond of the sleep rooms because for example she could hear people snoring. The outbound leg was difficult after the sort.

She was a spectacular pilot when they flew on the Beech together. She was confident and assertive. She played by the rules in terms of the sleep part.

6.0. Interviewee: Bret Fanning, husband of FO Fanning

Date: November 26, 2013

Location: via telephone

Time: 1100 est

Present: Katherine Wilson, David Lawrence – NTSB

Mr. Fanning declined representation.

During the interview, Mr. Fanning stated the following:

He and his wife grew up together in church when they were kids, and had known each through high school. They were just friends. Later in life, her brother got married. His family was invited to the wedding and he saw her at the reception. That was about 5-5.5 years ago. They talked at the reception and she called him about a week later and they “hit it off.”

Asked how the first officer got into flying as a career, he said when her mom was pregnant with her, her dad was flying but he postponed his lessons to save money. He never got back into flying after that. Her dad was in the Navy and he would take her to the airport. From an early age, she was fascinated with airplanes. She told him one day she was going to fly. She loved it ever since and loved everything about it.

As a person, his wife was fun loving. She would rather help somebody than be the center of attention. She was passionate about everything; she was a huge animal lover and big into her family and friends, just a fun loving person. When she saw a sick animal, she would want to adopt it. She had a big heart.

They did not have any children and lived in Lynchburg, TN.

When the first officer was hired with UPS she was based in Louisville, then Ontario, CA, then Anchorage for 1.5-2 years and then back to Louisville to be closer to home. She did not currently

have a crash pad in Louisville, but had one when she was first based there. She flew, he thought, a “standard route,” but could not remember exactly what it was called. When commuting to Louisville from her home in Tennessee, she would sleep in all day and then sometimes go to her parents’ house which was about 20-30 minutes from home, visit with them and sleep there and then get up and drive to Louisville. When she finished a trip, she might stop at her parents’ house on the way home and sleep there or come straight home. She did not want to wake Mr. Fanning when she came home after a trip. The commute from her home to Louisville was about 3.5-4 hours.

He last spoke to his wife about 1915 the night before the accident. She was still in Rockford, IL, and was waiting for the van to pick her up. The call was cut short because the van arrived. She did not get a chance to tell him the whole trip she was flying so he did not know that she was flying to Birmingham. It was just a regular conversation, and there was no discussion about how she was feeling or how she slept. She was “regular Shanda.” She was into horseback riding and was looking forward to spending Labor Day weekend with friends. It was just a regular night, nothing different. She did not mention what she did during her layover in Rockford.

During her weekend layover in San Antonio, he received a text message from his wife, he thought, on Sunday, August 11, 2013; he did not think she called. She told him she was resting. She visited with an old roommate in Houston. She was tired and felt bad that she did not get to visit too much with her friend because she was sleeping the whole time. She went to Houston where her friend lives and works for Southwest Airlines. He was not sure how she traveled to Houston from San Antonio but said she had a lot of frequent flyer points.

When she got done with a trip she usually slept about 4-5 hours then would get up and play with her horses and then lay down and rest a little while longer. When not working and back to her normal routine, she tried to be in bed around 2000 and would be on the computer for 30 minutes to an hour before going to sleep. She would sleep through the night and wake up about 0600-0700.

She did not mention anything unusual or concerning about her activities and schedule in the days preceding the accident. She had spoken in the past about her schedules and being tired at the end of the day but she was the type that if she was not able to fly she would not; she was a responsible, professional person. She would not put herself or anyone else in jeopardy. The main thing she was concerned about regarding her schedules was the difference between cargo pilots and commercial passenger pilots. She felt that the cargo pilots were more and more being pushed a little bit. That was not to say that she would not be prepared for her flight. She had concerns about how much they were asked to do. If she was tired, it was not because she was not resting. She would always make sure she was ready to go so if fatigue was a part of the accident he would want to the question answered to why she was being pushed, was it a scheduling issue. She had no concerns about flying the Airbus; it was just different than the Boeing. She did not have a preference of which one she flew, it was just a different airplane. She previously flew the B74 and loved the bigger airplanes. If she did have a preference he guessed it would be the B747. It was not that she did not like the Airbus, it just was not the B747.

In the 12 months prior to the accident, she did not have any major changes, good or bad, to her health. She was “as healthy as you get.” If she was on any medications, it was not long term medication, but maybe if she had the flu. She did not exercise regularly but was out working with her horses a lot; it was a “farm workout.” She had not had any changes in her financial situation, good or bad, in the previous 12 months. Regarding any changes in her personal life, her dad had knee replacement surgery about 8 months before the accident. Her parents were retired and she was happy they were able to do that. Her brother had a 2 year old son who she loved to death. He had a niece and nephew, and his nephew wanted to be a fighter jet pilot because of the stories she would tell him about flying. His niece loved her to death. His wife just loved everybody.

She had no recent colds or injuries. She did not wear glasses or contact lenses. She did not have any problems with her hearing. She did not take any prescription medication that he knew of but did take 1-2 gummy vitamins a day. She drank alcohol maybe one drink every 6 months, she rarely ever drank. She did not use tobacco products or illicit drugs. She never mentioned whether she drank coffee while working but she was a member of the local coffee club and liked to drink Starbucks coffee when they were in a big town. When on a trip, she might go to a nice restaurant one night for dinner, but otherwise she would just eat snacks. In the 72 hours before the accident, she did not take any drugs, prescription or nonprescription that might have affected her performance.

His wife loved her job and liked flying. She had concerns working for UPS, for example she did not understand why cargo pilots were grouped separately from commercial passenger pilots. She thought there should be some consideration that just because they were flying cargo did not mean that humans were not on board and should not be treated differently because they were not flying passengers. She had no concerns about flying the Airbus, but might have preferred the Boeing. Asked if there were any external pressures from the company to fly when fatigued, she felt that since the regulations were in place they did not really have a choice. If they were told to do more, they did not have a choice. She would be ready to do it even if she did not agree with it. He did not know if she ever called into work fatigued but if she felt that she was not able to fly because she was fatigued, she would not put other pilots in jeopardy.

She transferred her base to ANC in June 2009 when UPS was doing layoffs to have more seniority and to be able to stay with the company. They were not married at the time, it was about 4-4.5 years ago, so the details he was not sure about. She had no difficulties commuting to ANC; she would fly 2 weeks on and 2 weeks off, but it was a whole day to get there and a whole day to get back; it was just so far away and they were getting married. She wanted to be closer to home.

She always told him UPS was like the major leagues of aviation and she never thought about changing airlines. She enjoyed flying for them. She maybe did not agree with everything but changing careers was not an option. She never mentioned that to him.

She was first in her class when she was hired by UPS and scored the top scores in training. She was very good at what she did. If fatigue did come in to play in the accident, he knew she would have been prepared and ready for the flight. He would like to know what would make her tired.

He knew if she was tired it was not because she was not resting or sleeping. He would want to know the role of her schedule and the fatigue regulations; he would like that looked at as a part of the investigation. He did not feel that it was her not being prepared. If she was not able to fly, she would not have done it.

7.0. Interviewee: Mrs. Darla Beal, Accident Captain's wife

Date: December 18, 2013

Location: via telephone

Time: 1400 est

Present were: Katherine Wilson, David Lawrence – NTSB

Mrs. Beal was represented by her attorney, Lisa Dennis, and her sister, Sharita Davis.

During the interview, Mrs. Beal stated the following:

She had known her husband for close to 25 years. He was the best husband, person, father, uncle, grandfather, cousin, and brother. He was a great person, so full of life and very organized. When she met her husband, she had had a son. That did not seem to bother her husband, they became a couple and her son became his son. He helped her raise her son, was a good father to her son, not critical at all; a great example of manhood. He was very very organized.

She last spoke to her husband on Tuesday, August 13, 2013, around 2030. They spoke before the shuttle arrived to take him to the airport. They talked about his day and he said he got rest. They were making plans to take their daughter to college. They were leaving on Sunday and were going to spend the week in Providence before their daughter had to start school. They discussed their hotel arrangements for their upcoming trip. He had to get ready to go, so she said goodnight and have a good flight.

They did not discuss what he did during the layover in Rockford, IL, but she said he liked to walk. That was his routine and so that might have been incorporated into his day. He was an "exercise buff" and both of them were on a regiment of exercising again. On layovers, sometimes he would wake up, go for a walk, get some food and then rest until it was time to go. She did not think she asked him what he did on his layover because they were discussing their upcoming trip.

When asked about why her husband called in sick on Friday, August 9, 2013, she was not aware of him being sick but he might not have been feeling well. It was their family reunion weekend and guessed he took sick time to go to the reunion. They all got together on Fridays. The reunion took place at a home her uncle built which in Catawba, SC, about 30 minutes from where they lived. The reunion had been occurring for 55-60 years during the first weekend of every August. It was a whole weekend affair. It was like a "meet and greet" with everyone who had come from afar. That weekend their daughter went to the beach with a friend so it was just her and her husband.

They came home Friday night, got up on Saturday, had breakfast and went back to the reunion for dinner which was to start around 1500. They sang songs, had dinner, and her husband was talking to everyone. They all loved her husband. They sat around and talked until about midnight. It was a lot of fun and laughing. They came home and then on Sunday they went to church, then went to her aunt's house, and back to the reunion for dinner. They usually left early but this year they sat around and talked. They left because their daughter was coming home and were probably home around 1800. Their daughter was home and they took her to dinner. They had a good discussion about her going to school. After dinner, they came home, watched TV, went to bed and got up the next day. She had a trainer and went to work out at 1030. Her husband went for a walk before she left. She called and told him she would be spending some time with friends at the Y. He was usually at home doing bills before he left for a trip. She came home, and her husband went to pick up his uniforms he had altered and picked up lunch. He came home, ate and then rested until it was time to go. He got up, showered, ironed his shirt, made sure his bag was packed, and then she and their daughter drove him to the UPS facility at the airport about 2130. He caught his flight to SDF, they said goodbye and she talked to him later on Monday night. He did his routine and she did not call him throughout the day because she knew he was getting his rest. He would call her; that was their daily routine. He would call her before he caught the shuttle to the airport. The last time she spoke to him was on Tuesday night.

She thought they were probably home on Friday and Saturday nights by 0100 and went straight to bed. They had to be up early the next day. She was not sure who got out of bed first on Saturday morning. They had to be in the country for dinner between 1400 and 1430. She did not recall when they went to bed on Sunday but they usually got in bed early, usually around 2230 and 2300. They would watch TV. They probably got up about 0800-0830 on Monday and ate breakfast. He would typically lay down on the bed and go to sleep; he would usually take a nap. She did not recall the times he did this on Monday but it was routine.

He did not mention any concerns about the flight when they spoke on August 13.

Her husband did not typically have any difficulties falling asleep or staying asleep at night.

In the 12 months prior to the accident, her husband's health had improved because he had started exercising, she characterized his financial situation as good and he had not had any changes, good or bad, in his personal life.

When asked to describe her husband's health in general, she could only go on what he had told her the doctor had said – what a specimen of a man he was, his physique. There were no physical ailments. His body was in good shape. Her brother-in-law was a doctor who reviewed the autopsy report after the accident and told her that he was in good condition. She was not aware of any recent injuries he might have experienced that would have caused him any discomfort.

Regarding the prescription for Diovan found in his personal effects, he usually took the medication each morning before he had breakfast. She was not sure when he started taking it. He did not take any other prescription medication. He did take vitamin E and D supplements but she was not sure how often he took those.

He occasionally drank alcohol but he was not a drinker. She did not remember the last time he had an alcoholic beverage. He did not drink at the family reunion. Her trainer had told her not to drink alcohol and lose weight and her husband bought into that idea. He did not use any tobacco products.

He sometimes drank a cup of coffee in the morning. He never talked about using caffeine to help stay alert when flying. She knew he liked water.

In the 72 hours before the accident, she was not aware of any medications, prescription or nonprescription, or illicit drugs that he had taken that might have affected his performance.

Her husband liked food. When working he would try to find a place that had a full course meal and he would bring something back to his room to nibble on later. He loved good food.

He did not have any concerns about working for UPS. He loved UPS and loved flying. They loved UPS and UPS took care of their family. He did not have any concerns about flying the A300. He did not have any concerns about his schedules becoming more demanding but he told her that Christmas was a busy time and she might or might not see him; but she worked for the airlines for many years so they both understood that. They understood that being a pilot he could be anywhere. She was not aware of any pressures on her husband from UPS to fly when he did not feel fit to do so but she did not think that was something that he would have told her. Her husband would do what he was asked to do.

She added that she just loved her husband and she knew he loved her. She knew he loved his job and she “knew he knew how to fly that plane.”