



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

September 22, 2016

**Attachment 2 - Transcript of September 7, 2016 deposition of captain who flew TEB trip
with accident first officer November 6th and 7th**

HUMAN PERFORMANCE

CEN16MA036

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

+ + + + +

FOLLOW-UP INTERVIEW :
 IN THE MATTER OF: :
 :
 CRASH OF A HAWKER 125, N237WR, :
 IN AKRON, OHIO ON :
 NOVEMBER 10TH, 2015 :
 NTSB Accident No. :
 CEN16MA036 :
 :

Wednesday,
September 7, 2016

Washington, D.C.

DEPOSITION OF:

DONNIE RAY SHACKLEFORD


called for examination by Counsel for the Agency, pursuant to Notice of Subpoena, in the law offices of the National Transportation Safety Board, located at 490 L'Enfant Plaza East, S.W., when were present on behalf of the respective parties:

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APPEARANCES:On Behalf of the Agency:

JAMES F. RODRIGUEZ, ESQ.
490 L'Enfant Plaza East, S.W.
Washington, D.C. 20594

ALSO PRESENT:

JAMES SILLIMAN
DAVID LAWRENCE
SATHYA SILVA, Ph.D.

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P-R-O-C-E-E-D-I-N-G-S

(1:27 p.m.)

1
2
3 MR. RODRIGUEZ: Okay. Just a few things to
4 sort of get on the record here. You know we're here
5 pursuant to a subpoena that we sent you on August 29th,
6 2016 to obtain your testimony, your sworn testimony,
7 you know, regarding this accident. It's Investigation
8 Number CEN16MA036, and it recalls of a crash of a
9 Hawker 125, N237WR, in Akron, Ohio on November 10th,
10 2015. So we're getting sworn testimony because we want
11 your testimony to assist us in resolving some
12 conflicting facts that we've received, you know, during
13 the course of the investigation.

14 I think you've already been told about NTSB
15 investigations and you're familiar, generally, through
16 your participation. But just to let you know the
17 purpose of our investigation is just to improve safety.
18 It's not to assign fault or blame or liability in any
19 legal sense.

20 Along those lines, everything we do or most
21 of what we do ends up in the public domain and will end
22 up in our public docket, so we can't, you know,
23 guarantee you any confidentiality or other immunity,
24 from a legal or certificate actions or anything along
25 those lines, just so you're aware.

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1 As I mentioned, a transcript, the court
2 reporter, you know, will create a transcript and that
3 will go in the public docket about the accident.
4 You're entitled to have an attorney representative
5 under our rules. I see that you don't have one.

6 MR. SHACKLEFORD: I have no desire for one.

7 MR. RODRIGUEZ: Okay, great. I think that's
8 all I have if you want to get started.

9 WHEREUPON,

10 DONNIE RAY SHACKLEFORD

11 was called as a witness by Counsel for the Agency and,
12 having been first duly sworn, assumed the witness
13 stand, was examined and testified as follows:

14 DIRECT EXAMINATION

15 BY MR. LAWRENCE:

16 Q Great. Any questions about the process,
17 Donnie, before we get started?

18 A No.

19 Q Great. Let me just start off with easy
20 ones. I need your full name, please.

21 A Donnie, D-O-N-N-I-E, middle name is Ray, R-
22 A-Y, last name Shackelford, S-H-A-C-K-L-E-F-O-R-D.

23 Q Great. Mind if I call you Donnie?

24 A You can call me Donnie.

25 Q Great. How old are you, Donnie?

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1 A Sixty-four. I had to think.

2 Q Okay. And we'll talk about your employment
3 at ExecuFlight, but what was your position when you
4 were at ExecuFlight?

5 A I was the captain of the Hawker.

6 Q Okay. Hawker?

7 A 700-800.

8 Q Thank you. Briefly, just what types of
9 certificates and ratings do you currently hold?

10 A I hold an ATP, commercial, and just the type
11 ratings for the HS-125.

12 Q A ballpark estimate of your total flight
13 time?

14 A Approximately, probably 20,000 hours.

15 Q And how much of that would you say is in the
16 Hawker?

17 A Between 9,500 and 10,000 hours, somewhere in
18 that range.

19 Q Okay. How much of that would be pilot in
20 command time?

21 A Probably 95 percent of it.

22 Q Okay. And if I could just a Cliff notes
23 brief version of your flying history prior to coming to
24 ExecuFlight. We'll talk about ExecuFlight in a minute,
25 but just what led you up there?

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1 A Well, I started as a private pilot back in
2 the early 70s, mid 70s I guess, and I became a flight
3 instructor and worked for that for a few years, then
4 went to work with a 135 operator, and I was chief pilot
5 with Montgomery Aviation out of Montgomery, Alabama. I
6 was chief pilot for them for probably four or five
7 years, flying mostly twin-engine and turbines, like
8 Cheyennes and stuff. And then I got hired from there
9 with a company out of Montgomery. Henig Furs was the
10 name of the company.

11 Q What was that?

12 A Henig, H-E-N-I-G, Furs. It was a Part 91
13 operation. They had a Hawker, and I was with them for
14 16 years before moving to Florida. And since I've been
15 in Florida, I've been with several different companies
16 that come and went. And I've been flying, basically,
17 the Hawkers, that's all I've flown since I've been
18 there.

19 Q Okay.

20 A And the last one, of course, I was chief
21 pilot with Air Tax, Incorporated for about six years in
22 South Florida.

23 Q Okay. Let's move to ExecuFlight. Describe
24 your history with ExecuFlight.

25 A I started with them, I think it was November

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1 or December of 2014 maybe. But I've been with them two
2 and a half years, and, basically, I've just been a
3 captain on the Hawkers with them since I started.

4 Q You were hired as a captain --

5 A I was hired as a captain, yes.

6 Q Okay. And when did you leave ExecuFlight?

7 A About probably a week ago.

8 Q What were the circumstances for leaving?

9 A I just got a phone call early in the morning
10 from the new chief pilot they hired. They replaced
11 Rich and --

12 Q Rich?

13 A Ruvido.

14 Q Okay.

15 A With a new guy named Miguel Gomez, and he
16 said that they didn't need me anymore, that there was
17 too much bleeding going on in the company and that they
18 had to get rid of me. But needless to say, they had
19 just hired two other guys just a week before that so .
20 . .

21 Q Captains or FOs?

22 A Captains and FOs.

23 Q And so the only reason was because for
24 financial reasons?

25 A That's what they claim.

1 Q Okay. And you don't agree with that?

2 A I don't agree with it.

3 Q Why?

4 A I don't agree with it because I wouldn't
5 play the ball game with them, as they put it, you know.
6 There were certain things they would ask me to do and
7 say, and I wouldn't agree to it.

8 Q Like what?

9 A Well, like this thing about the Teterboro
10 incident. You know, this has been a constant ongoing
11 thing where I want you to tell nothing but the truth
12 and here's what the truth is kind of attitude.

13 Q Okay.

14 A So I'm not going to do that.

15 Q Okay. We're going to get into that in just
16 a second. Let me ask you a little bit about Oscar and
17 Renato.

18 A Okay.

19 Q How well did you know Oscar?

20 A I knew them both pretty well. I knew Renato
21 the best.

22 Q Why?

23 A He was my first officer for the longest
24 period of time. Oscar was also first officer with me
25 for a short time.

1 Q So you had an opportunity to fly with Oscar?

2 A I've flown with both of them.

3 Q Okay. When was the last time you flew with
4 Oscar?

5 A Probably three - four months before the
6 crash.

7 Q So was Oscar a relatively new captain, or
8 did you --

9 A He was a new captain. He hadn't been there
10 long.

11 Q Okay. So about three or four months -- when
12 did Oscar upgrade to captain?

13 A I don't know exactly, but we were, about
14 three or four months prior to the crash, we were up in
15 Niagara Falls together and, at the time, he was not
16 captain. So he made captain about that time, maybe
17 three or four months before the crash. I'm thinking, I
18 can't swear to it exactly, but it was no more, it was
19 definitely no more than six months prior to that.

20 Q Do you know when he was hired?

21 A No, not right off, but he hadn't been there
22 very long.

23 Q Okay. So he started off as a first officer
24 --

25 A Started off as a first officer, but they

1 hired him to be a captain.

2 Q Okay. Tell me about this, I'm more
3 interested right now for this question about his flying
4 skills as a pilot.

5 A Oscar seemed pretty, pretty fair and sharp
6 to me.

7 Q Okay.

8 A I think maybe sometimes there was a little
9 bit of a language barrier there, you know.

10 Q Okay. Did you ever have an opportunity to
11 fly with Oscar in poor weather?

12 A I can't -- to be honest with you, I don't
13 remember because every time that I flew I was always
14 left seat.

15 Q Okay. What about non-precision approaches
16 or anything like that?

17 A I don't remember, to be honest with you.
18 And I'm sure we had done precision and non-precision
19 approaches, but I just don't remember.

20 Q Okay. So you don't remember those. Let me
21 ask you, in general, how was his compliance with, like,
22 some of the procedures and using checklists and
23 following profiles?

24 A He seemed fairly okay with it, but you kind
25 of had to lead him into it a little bit maybe.

1 Q What do you mean?

2 A You had to call him and say, okay, read the
3 checklist to me kind of thing, instead of just being
4 actually -- in other words, if you're sitting right
5 seat, the guy should have the checklist out.
6 Sometimes, with all the first officers, sometimes you
7 got to coax them into, they're looking at you like what
8 am I supposed to do now, so you kind of got to them
9 give them, say, okay, read off the before start
10 checklist, you know, those kind of things. All in all,
11 he would use it if he was asked to do it.

12 Q If he was asked to do it?

13 A Yes.

14 Q Okay. Did he not have the initiative -- I
15 don't want to put words in your mouth. Did he not
16 initiate checklists and --

17 A To be honest with you, I can't remember any
18 of the co-pilots really doing that that much, other
19 than this last guy they hired is pretty good at it.
20 But he seemed a little nervous to me.

21 Q Seemed a little nervous?

22 A Yes, he seemed a little nervous.

23 Q In general or about flying or about weather
24 or --

25 A No, just in general.

1 Q Okay. Any reason why you wouldn't want to
2 fly with him or have you ever heard anybody else having
3 concerns about flying --

4 A I had no problems with him.

5 Q Anybody else have concerns?

6 A There was another pilot that was there named
7 Nabil. He had issues with Oscar.

8 Q What issues do you recall?

9 A I don't really -- he just said that he just
10 didn't feel like he was safe. He didn't do safe stuff
11 or . . .

12 Q Okay. You sent an email, and I'll show it
13 to you in a second. But you had mentioned a concern
14 that -- well, I'll tell you what. Let me go ahead and
15 do this. Now, do you recall this email that you sent
16 us?

17 A Yes.

18 Q Okay. Here's the second page of that. Then
19 what we'll do is this will be Deposition Exhibit 1, if
20 that's okay.

21 (Whereupon, the above-referred to document
22 was marked Deposition Exhibit No. 1 for
23 identification.)

24 BY MR. LAWRENCE:

25 Q Why don't you keep, and what I'll do is I'll

1 pull it up here because I may ask you a few questions
2 on it, so I just want you to make sure you have a copy.
3 Does that look like it right up there?

4 A Yes.

5 Q Okay, great. In this email, there's a
6 comment that you made. You mentioned that Renato was
7 concerned about, Renato was concerned about flying with
8 Oscar, and I wanted to ask you about that.

9 A He had mentioned that to me several times.

10 Q What did he mention?

11 A He said, he had told me several times that
12 he just didn't feel comfortable flying with Oscar,
13 especially he was, I think, more talking about bad
14 weather, especially in the wintertime, since both of
15 those guys were not real versed on snow and ice and
16 those type of things or just bad weather in general.
17 He didn't feel like that, between the two of them, he
18 didn't feel like they had enough experience to fly
19 together.

20 Q In bad weather?

21 A In general. He just didn't feel like, the
22 way he had talked to me was, I'll use the exact
23 terminology, words he used to me one time, and he said,
24 and this was prior to when I got sick, he said, "If
25 they put me and Oscar together, we're going to get

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1 ourselves killed." He had used that phrase to me at
2 one time in the past.

3 Q Do you remember about when that was?

4 A It wasn't long before the crash. He was
5 concerned about him and Oscar having to fly together.
6 He just didn't feel like the two of them, he said,
7 between the two of us, we know half of what you know.
8 And I'm not --

9 Q Saying that to you?

10 A -- patting myself on the back, but that's
11 what he told me. He was generally concerned about the
12 two of them flying together and getting in bad
13 weather.

14 MR. RODRIGUEZ: Could I, just for the
15 record, I wanted to identify this exhibit with a little
16 more specificity.

17 MR. LAWRENCE: Sure.

18 MR. RODRIGUEZ: Can I just take one minute
19 to do that?

20 MR. LAWRENCE: Sure.

21 MR. RODRIGUEZ: So we handed you this
22 Deposition Exhibit 1, and, just to confirm, that's an
23 email, right?

24 MR. SHACKLEFORD: Yes.

25 MR. RODRIGUEZ: Can you tell us who it's

1 from and who it's to?

2 MR. SHACKLEFORD: The first part of it --
3 well, it was an email that I had wrote and sent to
4 David.

5 MR. RODRIGUEZ: Okay. When did you send it?

6 MR. SHACKLEFORD: What date is this on here?
7 August the 25th.

8 MR. RODRIGUEZ: August the 25th. Okay. And
9 what's the subject line?

10 MR. SHACKLEFORD: Well, I don't see a
11 subject. It's just "Duty Times at TEB," Teterboro.

12 MR. RODRIGUEZ: Thanks. I just wanted to
13 get that on the record.

14 MR. LAWRENCE: Good. Do you want me to do
15 that for each one of those then?

16 MR. RODRIGUEZ: I think that will help when
17 someone is looking back at the record.

18 MR. LAWRENCE: I'll be happy to do that.

19 BY MR. LAWRENCE:

20 Q So it sounds, Donnie, like you had a pretty
21 good relationship with Renato and you all could talk.
22 Tell me a little bit about Renato.

23 A In general, he was a good guy. And I didn't
24 really see that much wrong on the flying part with his
25 flying. I mean, he was pretty thorough with me, as far

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1 as using a checklist. Like I said, that depends on the
2 pilot calling out, you know, the captain calling out to
3 do things, you know. But all in all, I had no problems
4 with Renato.

5 Q Right.

6 A He was kind of almost funny in the way he
7 talked because he had that strange Italian accent, but
8 we got a long real well when we were on the road
9 together.

10 Q Okay. How often did you and Renato get a
11 chance to fly?

12 A Pretty much on a regular basis. We were
13 pretty much a paired team.

14 Q So he had started, I think it was June.

15 A I think something like that.

16 Q Okay. So after he started, you tended to
17 fly with him more?

18 A Yes, they put him with me, and, you know, at
19 first, when you get guys together the first time, they
20 get to know each other. But, yes, I liked him right
21 off. I mean, I had no problem with him. And I'll tell
22 you this: he did not want to be captain. He had told
23 me that several times. I asked him, I'd say, well, do
24 you want to fly left seat or do this, and he said, no,
25 no, no, no, he said I'm not ready. And he did not want

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1 to be captain at the time.

2 Q He said he wasn't ready. Based on your
3 experience, do you agree?

4 A Yes, I would have to say that he still had a
5 little bit more that he needed to learn, you know.

6 Q Okay.

7 A I wouldn't have -- at the time, I felt that,
8 you know, he needed someone with a little bit more
9 experience with him, that he didn't need to be the
10 number-one experience behind the cockpit at the time,
11 you know. That was my personal feelings.

12 Q Is most of your experience in the 700 or 800
13 with Renato?

14 A 700 and 800 both equally.

15 Q About equally?

16 A About equally I would say.

17 Q Okay. Get a chance to fly with Renato in
18 poor weather?

19 A Oh, yes, we'd flown together several times
20 in poor weather.

21 Q Describe his piloting ability.

22 A From the right seat, he was always, after he
23 checked the weather and got everything, he'd have all
24 the charts out ready to go and he'd set up everything,
25 you know. He would brief me on the approach, and then

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1 I let him have him the airplane, and I'd look at it and
2 we'd discuss approach. It was never a problem. I
3 could depend on him.

4 Q Okay. Any issues with calculations of
5 weight and balance that Renato had?

6 A No, he didn't usually do the weight and
7 balance. That's usually the captain that would do
8 that.

9 Q Okay. Do you ever recall flying a non-
10 precision approach with Renato?

11 A I don't recall it, but I'm sure we have.

12 Q Okay.

13 A In the past.

14 Q Did he typically comply with the procedures
15 and the profile when --

16 A Oh, yes. Like I said, this whole thing was
17 a surprise to me because he didn't strike me as one
18 that would, that would make these kind of mistakes.
19 But like I said, I don't think he was personally ready
20 to be there by himself or with someone equally
21 inexperienced like him, you know. I just don't feel
22 like they should have been together, but that's my
23 personal opinion.

24 Q Right. Well, let me ask you about the times
25 you had to fly with him. We understand during the

1 investigation that ExecuFlight has this informal policy
2 of where the first officers tended to only fly empty
3 legs. Was that a policy with you?

4 A I don't think that was so much a company
5 policy. It was my policy pretty much. I didn't want
6 the first officer flying with -- a lot of the
7 passengers, you know, they trusted the older guy with
8 gray hair. But a lot of them knew me personally. They
9 didn't want to see the other guy. So I tended, on
10 empty legs, let them fly. But I'd start out with the
11 guy in the right seat. I wanted to see how well he
12 could do in the right seat, and I had not reached the
13 point yet really where I wanted to put them in the left
14 seat.

15 Q Okay.

16 A And I just, that was, you know, just the way
17 I felt.

18 Q So there would be a time when he was first
19 officer --

20 A There would probably have been a time down
21 the road that, you know, I'd have probably said, okay,
22 we've got this short leg here to there, you know, do
23 you want to hop in the left seat? You got to have a
24 little tiller time, too, to learn how to move the thing
25 around on the ground.

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1 Q The nose wheel tiller?

2 A Yes.

3 Q Okay. Was this the same, I call it a policy
4 but it was an informal policy that was presented to us,
5 is this what other captains did, too, to kind of --

6 A I can't say that's what other captains did.
7 Some of them might, and some of them might not. It
8 would just be speculation on what other captains did.

9 Q Based on your experience, would you allow
10 Renato to fly a revenue leg with passengers in the
11 back?

12 A I wouldn't have.

13 Q Okay. Even good weather?

14 A No, I wouldn't have.

15 Q Okay.

16 A That's just because I wanted the control; I
17 don't know. I was that way pretty much with all my
18 first officers.

19 Q Anybody else at the company have any
20 concerns about Renato and his flying ability?

21 A No one ever questioned anything about Renato
22 that I know of. Like I said, Oscar, Nabil had made
23 some comments, but, again, that was Nabil, not me.

24 Q Okay. Let me ask you a little bit about the
25 Teterboro trip.

1 A Okay.

2 Q You had flown with Renato on November 6th
3 and 7th, 2015, okay? Tell me about that trip. When
4 did you guys first learn about that trip?

5 A I can't say. They normally, they have an
6 airplane manager, and you would usually see the trip on
7 that. In other words, if they scheduled it a week, it
8 had probably been there a week or so.

9 Q All right.

10 A And sometimes it will start off without a
11 pilot being assigned to it, and then they'll assign a
12 pilot. So it was probably a week earlier than that
13 that I knew. I really don't know. I can't tell you
14 exactly when I knew about that.

15 Q Okay.

16 A But I'm sure it was probably four or five
17 days, a week, in advance that I knew about it.

18 Q And you and Renato were scheduled together
19 to fly on the 6th and the 7th --

20 A On the 6th and 7th, yes. As far as I
21 remember, we were both scheduled on that trip.

22 Q Okay. Where did you stay on the overnight
23 in Teterboro?

24 A That was at the Embassy Suites in Secaucus
25 over by the river.

1 Q Do you recall what time you got in?

2 A I don't recall the time we got in. It was
3 not real late, maybe 4 or 4:30-ish. I don't, I can't
4 remember exactly what time we got in, as far as going
5 to the hotel.

6 Q Okay. You both stayed at the same hotel?

7 A Yes, we stayed at the same hotel.

8 Q Okay. Do you recall where you flew on that
9 day, on the 6th, that got you into Teterboro?

10 A I'm trying to remember if we picked these
11 people up. I've got the flight sheet. I could tell
12 you exactly where it was, or do you want me to just go
13 on my memory?

14 Q Just go on your memory right now.

15 A I'm trying to remember. I think it was Fort
16 Lauderdale straight to Teterboro.

17 Q Okay. You said both of you guys were
18 together, and you overnighted on the 6th that night --

19 A That's correct.

20 Q -- at Embassy Suites. So tell me about the
21 next day. When you got up, when did you go on duty,
22 what did you do first, and then --

23 A Okay. Like I said, I think I had mentioned
24 this to you earlier, I was not feeling well at all. I
25 had been really feeling like crap. The next morning we

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1 got up, our schedule departure was I think 4:00 to
2 depart Teterboro, and I wanted to stay in the hotel as
3 long as I could, but I had managed to get a late
4 checkout of 1:00, I believe it was. We left before
5 that, as far as I remember.

6 Q You said we. Both of you?

7 A Both of us left together. Yes, we were
8 together. I went down and I checked us both out. I
9 don't remember exactly what time it was. It was before
10 1:00 because then I called Signature out at Teterboro
11 Airport to have them send over a shuttle to pick us up
12 because we didn't have a rental car that night. And I
13 would imagine it took them 20 minutes. It seems like
14 they didn't get there as quick as I wanted them. I had
15 called them back, but they came up and picked us up
16 probably 1:20 - 1:30, something like that, by the time
17 they got there and picked us up.

18 Q Just so I'm clear, what time was your on-
19 duty time?

20 A Well, according to what I wrote on the
21 dispatch sheet, which was 3:00.

22 Q Three o'clock.

23 A But we were actually there probably about
24 2:00, to be honest with you.

25 Q So you were at the FBO or Signature --

1 A At Signature probably about 2:00 at the
2 latest.

3 Q And Renato showed up with you?

4 A He showed up with me.

5 Q Okay. So what time did Renato go on duty?

6 A Well, if you consider what time he got
7 there, he went on duty probably about 2 or 2:30 at the
8 latest, I mean, because he immediately started, kind of
9 -- like I said, I felt bad. I went and laid down in
10 the pilot's lounge.

11 Q Let me ask you about this. So you go there,
12 and the airplane is already there on the ramp, right?

13 A It was on the ramp, but I don't think it had
14 been pulled up. If I remember right, I don't think it
15 had been pulled up, so it had to be pulled up and get
16 fuel.

17 Q Okay. So when it was pulled to the front
18 line and was getting fuel, who was doing all that,
19 handling all that?

20 A Renato did the fueling, he did the coffee,
21 he did the ice, the newspapers. He did the clearance,
22 the whole nine yards. Like I said, I wasn't feeling
23 well.

24 Q And where were you?

25 A I was still in the pilot's lounge just kind

1 of laying back. I really shouldn't have been flying
2 that day.

3 Q Okay. At some point in time, Renato, was he
4 made aware of a scheduled trip after you guys finished
5 this?

6 A That was a way of contention between me and
7 Sal, I think it was, or either, I can't remember if it
8 was Nick or Sal.

9 Q Nick and Sal would be --

10 A Dispatchers. And I had told them, they had
11 mentioned, because I think, originally, there was a
12 trip to Orlando that was right on the heels of this and
13 right after we landed. It was to go to Orlando;
14 Monterrey, Mexico; and then back to Fort Lauderdale.
15 And I think originally they had Rich, the chief pilot,
16 and Nabil scheduled on that one, but they had mentioned
17 to me something on the phone that we might have to fly
18 that trip, and I said, no, no, no, I'm not flying it.

19 Q When did they call you --

20 A It was while I was at the airport there and
21 I think even when while I was at the hotel they had
22 mentioned that Nabil might not be able to go and Rich
23 might not, and I said we can't do it because we don't
24 have duty time. And I said, not only on top of that,
25 I'm sick. So as far as our understanding, mine and

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1 Renato's, at the time, when we landed, Rich and Nabil
2 were going to be the ones flying that trip. That was
3 our, what we had really, we had discussed that all the
4 way pretty much on the way home, you know, that's who's
5 going to fly the trip.

6 Nobody really knew. Renato did not know.
7 And I was thinking about this, whether I put it in the
8 email I don't know, but I was thinking about this, he
9 really didn't know he was flying that trip until Rich
10 walked on board the airplane in Fort Lauderdale when we
11 got back. That's when he knew that he had to go.

12 Q So there wasn't any definitive schedule of
13 Renato --

14 A I don't think he was scheduled on that
15 flight at all, to be honest with you, because I
16 searched my records and I've kept every single flight
17 schedule that I've ever been given and I could not find
18 it anywhere. And just thinking, my memory, I just, I
19 don't think we were scheduled. I think it was Rich and
20 Nabil that were scheduled for that trip.

21 Q Okay. So just so I'm clear, and I don't
22 mean to be redundant, when you guys showed up at the
23 airport at Teterboro and went on duty, neither one of
24 you had a scheduled trip --

25 A As far as we knew, we didn't. We knew that

1 other trip was coming behind but that we weren't going
2 to be flying it. So it was a rush for us to get back
3 so that they could fly that trip.

4 Q Was Renato aware of the possibility of that
5 trip, not that he was scheduled but --

6 A I think he was aware that they were trying
7 to get us both to do it, and then I think he, because
8 that was my thinking that they were going to try to
9 figure out some way to make us fly that trip.

10 Q Did he have any concerns about it? Did he
11 voice any concerns about --

12 A Oh, yes --

13 Q -- possibly having to fly that?

14 A Yes, he was very concerned about having to
15 fly it.

16 Q What was his concern?

17 A About being too tired and about it being
18 over duty. And I told him it would be over duty
19 because there was no way that they could -- unless, I
20 said the only way that we could be within duty time on
21 a trip like that is if we went to Orlando, spent the
22 night, and then finished the trip the next day. That
23 would be about the only way you could do it. But you
24 couldn't go do the whole round thing and come back to
25 Fort Lauderdale and be within duty. It would take you,

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1 you'd be looking at a 14-15 hour duty day.

2 Q Right. When you got back from Teterboro
3 into Fort Lauderdale, tell me what happened when you
4 arrived.

5 A When we arrived at Fort Lauderdale --

6 Q Fort Lauderdale back.

7 A As soon as we got there, Rich walked up,
8 Rich Ruvido.

9 Q Okay.

10 A He came on board the airplane and told
11 Renato that he was going to have to go with him. And
12 so Renato went with him. Like I said, you do what you
13 want to do, I'm going somewhere else.

14 Q Okay.

15 A And I went to, at that point I was really
16 feeling bad to the point I had my wife come down and
17 meet me. Even though it's a 35-minute ride home, I
18 went and got a hotel room. I just didn't even feel
19 safe to drive home.

20 Q Because you were sick?

21 A I was sick. And then the next day, I went
22 to the doctor and I had severe bronchitis. He grounded
23 me for a week.

24 Q I want to show you a couple of -- before I
25 go into these emails, do you all have any follow-ups on

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1 that right now?

2 BY DR. SILVA:

3 Q So who exactly was aware, would you say, of
4 the possible exceedance of duty time when you brought
5 it up to the company?

6 A Who would have been aware?

7 Q Who would have been aware? So --

8 A The only person, the people that I know,
9 when I mentioned it, it would have been Sal Mathias and
10 possibly Rich. I'm sure he would have been aware
11 because he was there. Now, whether or not they talked
12 this over with Danny or something, I'm sure they
13 probably did, but I can't swear to that.

14 Q Okay. And the response that you saw from
15 the company was that Rich came into the airplane --

16 A Well, I said we knew Rich was going to take
17 the trip when we got back because he walked on board
18 the airplane. I was not going.

19 Q Right. And that was all you knew --

20 A That's all I really knew --

21 Q -- company response?

22 A -- yes, at the time.

23 Q Had this happened before?

24 A As far as them pushing you to do trips that
25 you shouldn't take?

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1 Q Yes.

2 A Oh, yes.

3 Q Okay.

4 A It's a regular routine.

5 Q How often would you say?

6 A Well, depending on the revenue, if there was
7 a -- I'd say one out of every ten trips I had that
8 problem. I had some sort of issue with them trying to
9 push me to --

10 Q Can you give examples of the issues that
11 caused you to decline these trips or --

12 A I had a bad reputation of being a -- if it's
13 one minute over duty time, I'm not doing it, and I
14 would argue with them. They didn't like it.

15 Q Was it just duty time that you pushed back
16 on? Were there --

17 A Duty time and other issues. Whether or not,
18 you know, just crazy stuff, you know. Like, to give an
19 example, they sent me down to Miami to pick up some
20 people and fly a part for an airplane that had broke
21 down down to Central America somewhere. When we get
22 there, that part was 750 pounds or something like that,
23 and I asked them, I said -- they were talking about
24 getting a forklift to put it on board and airplane. I
25 said, "This is a Hawker. You've got to be joking," and

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1 I refused the trip. Number one, you just can't just go
2 stick something that weighs 700 or 800 pounds on an
3 airplane. There's limitations, and it exceeded
4 limitations left and right.

5 They never asked about what kind of cargo,
6 and they sent me one day to do a trip to pick up some
7 people to fly them to Mexico and I get it and they show
8 up in an ambulance and it's definitely a dying person,
9 and we're not an air ambulance. So I refused to fly
10 the trip. So I had arguments like that with them on a
11 regular basis.

12 Q What was the company's response when you
13 declined these trips?

14 A Well, it depended on who would talk -- Sal
15 would be understanding, but if Danny got on board the
16 first thing he started talking about, well, I'm just
17 going to have to get rid of the Hawkers, I'm going to
18 have to get rid of the pilots, and I'm going to do
19 this, and I'm going to do that. He would always get
20 almost threatening.

21 Q This was Danny?

22 A Yes, it was Danny. Yes, he would always
23 threaten me. If you had a problem and you didn't want
24 to do it, he would try to figure out a way to make you
25 do it. I'll give you an example, I'll give you another

1 example. One day, I flew into a -- I'm maybe talking
2 too much here, but I flew into a place up in, I believe
3 it was Ohio somewhere. And the engine fuel computers,
4 if you're familiar with a Hawker, I know some people
5 are and some people aren't, if the engine fuel
6 computers aren't working, it's one simple solution: you
7 don't go. Now, me and him went through the roof on
8 that one, and I ended up staying in Ohio for the next
9 seven days because the airplane wasn't going anywhere
10 as long as I was going to fly it out of there until
11 they took care of the problem. But he said, well, I
12 would have flown it, you know. Yes, I'm sure you would
13 have, but I'm not. Send somebody up here to fly it,
14 I'm not flying it. We had those arguments on a regular
15 basis.

16 Q Were you ever threatened in terms of --

17 A Oh, yes, on a regular basis. The last one,
18 he lived up to it.

19 DR. SILVA: Do you want to continue?

20 MR. LAWRENCE: Yes, I wanted to ask some
21 questions. Are you okay, Jim?

22 MR. RODRIGUEZ: I'm good. Could we go off
23 the record one second?

24 (Whereupon, the above-entitled matter went
25 off the record at 1:59 p.m. and resumed at 1:59 p.m.)

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1 BY MR. LAWRENCE:

2 Q I want to ask you some questions on some
3 emails we received from Danny, the owner of
4 ExecuFlight. The first one was an email that was dated
5 August 3rd, 2016 entitled, and it's a forwarded email,
6 "CEN16MA036: Updated Factual Information." It was a
7 response to the investigator in charge, Jim Silliman.
8 I'm just going to show you this and see if you
9 recognize that.

10 A Yes, I think I've seen this one.

11 Q Okay.

12 A Yes, because I think this was forwarded to
13 me, also. You're talking about the first part. Yes,
14 this was all forwarded.

15 Q Okay. Go ahead and hold on to that.

16 MR. LAWRENCE: Jim, was that sufficient --

17 MR. RODRIGUEZ: Yes.

18 MR. LAWRENCE: -- for the record? Okay.

19 (Whereupon, the above-referred to document
20 was marked Deposition Exhibit No. 2 for
21 identification.)

22 BY MR. LAWRENCE:

23 Q In there, Danny had said that you were the
24 one that prepared the flight for the return and they
25 needed to have Renato well rested and have him

1 scheduled for the, following the Teterboro flight.
2 They asked Renato to show up at 5:30 p.m. for the new
3 departure time of 6 p.m. However, the passengers
4 arrived slightly early, which Renato was asked to show
5 up at 5:15 for immediate departure. The duty time for
6 Renato did not start at 1500 but rather at 1715 local.
7 Is that true?

8 A That is a lie.

9 Q Why?

10 A It's not true.

11 Q Okay.

12 A It's just not true.

13 Q What time did you guys go on duty?

14 A We went on duty, like I said, officially on
15 the flight log at 3:00, but we were there before 3:00.

16 Q And the flight log is what you entered in --

17 A That's what I entered duty on-time at, I
18 think it was 1500.

19 Q Okay. It further goes on to say, "This is
20 why Donnie opted to go for a two and a half hour lead
21 show time himself, as he was not flying past Fort
22 Lauderdale;" correct?

23 A Ask again.

24 Q They said they asked you to go for two and a
25 half hours lead time since you were not going --

1 A No one ever asked me that.

2 Q Okay. Did Renato have enough scheduled
3 rest, according to Part 135 regulations?

4 A Between --

5 Q Between, to go on that, after the flight
6 after --

7 A He had enough time to go on the flight back
8 to Fort Lauderdale but not enough to go beyond that.

9 Q Very good. I'm going to ask another
10 question, a couple of questions about another email.
11 Hold on to this. These are, by the way, responses that
12 are included in the email that we've already entered,
13 so if you need to refer to that, as well. This will be
14 Deposition Exhibit 3, and this is an email that was
15 sent to the investigator in charge, Jim Silliman, from
16 Danny, and it is dated August 4th, 2016. And its
17 subject is "RE: CEN16MA036: Updated Factual
18 Information."

19 (Whereupon, the above-referred to document
20 was marked Deposition Exhibit No. 3 for
21 identification.)

22 BY MR. LAWRENCE:

23 Q And I want to show you this to see if you --
24 I'm sorry -- and see if you recognize that one.

25 A Oh, yes, I recognize it.

1 Q So take a look at that. Okay. I'm going to
2 ask you a little bit about these responses to the
3 investigator in charge from Danny Lewkowicz. He said
4 that Donnie went to, that he spoke to you regarding the
5 following, that Donnie went to the airport on the
6 shuttle alone without Renato. Is that true?

7 A That's not true.

8 Q That it was Donnie who was told of the
9 earlier departure basically because he saw the
10 passengers in the lobby, so he reached out for Renato.
11 Is that true?

12 A That's not true.

13 Q As it turned out, Renato -- this is Danny
14 speaking -- was at the FBO in one of the pilot rest
15 area rooms. Subsequently, it was quick for Renato to
16 be on duty and ready to depart shortly after that. Is
17 that true?

18 A That's not true.

19 Q Renato arrived at the FBO on his own,
20 probably on the hotel or FBO shuttle, at a time not
21 known to us. However, he did not go on duty until
22 5:15. He would have gone on duty about 5:45 had the 6
23 p.m. schedule departure been the case. Is that --

24 A That's not true.

25 Q Okay. Did they advise you of the new

1 departure time?

2 A There was never a later scheduled departure
3 time than 4:00. I got there at the airport. When the
4 passengers didn't show up after about 20 or 30 minutes,
5 I think I called Sal and asked him where the passengers
6 were.

7 Q Right.

8 A The passengers showed up, I don't know, an
9 hour or so later. I can't remember the exact time they
10 showed up, but, according to what I saw, we were
11 airborne anyhow by 5:27 I think.

12 Q Okay. How do you guys log you out and off
13 times or how do you use that to relay information to
14 the company about when you're leaving?

15 A We do a doors, what they call a doors open
16 or a doors closed.

17 Q Okay.

18 A So if we get on board the airplane and all
19 the passengers are seated, we shut the door.
20 Immediately, like Renato closes that door, I send a
21 text saying doors closed at a certain time. And I
22 would give point of departure, arrival destination,
23 alternate and estimated time.

24 Q Okay. Is that door closed/door open system
25 your official flight --

1 A That was what we were told to do. That's
2 how we were told to do it.

3 Q Is that how the company would track --

4 A That's how the company tracked, basically,
5 to know when doors were open and doors were closed.
6 They used that as a means of knowing, well, they're in
7 the airplane, they're taxiing off.

8 Q Great. I'm going to ask you about an email
9 you sent me.

10 A Okay.

11 Q August 28th. The subject line on this was
12 "DC Text" that you had sent to me with a JPEG
13 attachment. We'll order this as Deposition Exhibit 4.

14 (Whereupon, the above-referred to document
15 was marked Deposition Exhibit No. 4 for
16 identification.)

17 BY MR. LAWRENCE:

18 Q And let me show you this, and do you recall
19 that?

20 A Oh, yes.

21 Q Okay. If you open it to the second page,
22 that's the attachment for the text message. Do you
23 recall that?

24 A Yes.

25 Q Tell me what that is.

1 A Like I said, this shows, that was the day
2 before. On the day of departure, on the 7th, doors
3 closed, and that's exactly flight number, Flight 1362,
4 Teterboro to FXC, alternate FLL, estimated time 0245.
5 Did you get all that?

6 Q Yes, I got that. So the official time that
7 that flight departed Teterboro going down to Fort
8 Lauderdale was what time?

9 A According to this, it was November 7th on
10 Saturday at 4:53 p.m.

11 Q Who did you send that to?

12 A That was sent to Sal.

13 Q Who's Sal?

14 A Sal Mathias, our dispatcher.

15 Q Got it. So when Sal gets that, is that,
16 does Sal forward that to anybody else or --

17 A I'm not sure if he forwards it, but I always
18 sent that text, and the text did not go to just Sal
19 alone. It went to Sal, and the Nick at the time was
20 working there. It went to Rich and it went to Danny.

21 Q Okay.

22 A Danny got it, also.

23 Q So my question is is the company aware of
24 the departure time by you sending that?

25 A Yes, all the ones in charge would know.

1 Q Okay.

2 MR. LAWRENCE: Could we go off the record a
3 second?

4 (Whereupon, the above-entitled matter went
5 off the record at 2:07 p.m. and resumed at 2:09 p.m.)

6 BY MR. LAWRENCE:

7 Q I want to ask you just briefly about the
8 flight log that you entered in. You have a text
9 message there that has one time, but the flight log
10 showed an out time or, I'm sorry, a duty start time of
11 20 --

12 A It's 3:00.

13 Q Huh?

14 A Three o'clock.

15 Q Yes, which is 3:00. Okay. Can you describe
16 or tell me why there's a difference between the text
17 message, your close time --

18 A Well, the doors closed, the 1500 there or
19 the 2000 --

20 Q Right.

21 A -- would be the actual time we dutied on.

22 Q Okay.

23 A The doors close would be once we got the
24 passengers and they got on board the airplane and we
25 started engines and the doors shut and we're ready to

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1 start taxiing out. That's the difference in the time.

2 Q Okay.

3 MR. RODRIGUEZ: Just to clarify the times
4 for someone who's reading this, when you say 2000 is
5 that UTC or --

6 MR. SHACKLEFORD: That is UTC I think.

7 MR. RODRIGUEZ: Okay. So that's --

8 MR. SHACKLEFORD: Yes, and this was 4:53
9 local time.

10 MR. RODRIGUEZ: Okay.

11 BY MR. LAWRENCE:

12 Q And then I'm going to show you an attachment
13 that Danny had sent us that showed the, this was an
14 attachment sent to us showing the trip sheet for the
15 Teterboro.

16 MR. RODRIGUEZ: Can we just make sure we
17 identify it? So that's, I want to make sure we got the
18 numbers and that he's tracking it well.

19 MR. LAWRENCE: Right.

20 BY MR. LAWRENCE:

21 Q This would be Exhibit 5, and this is an
22 attachment that was sent by Danny to Jim Silliman, the
23 IIC, on August 4th, 2016, and it was also subject line
24 "RE: CEN16MA036: Updated Factual Information" and
25 attachment to Danny's.

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1 (Whereupon, the above-referred to document
2 was marked Deposition Exhibit No. 5 for
3 identification.)

4 BY MR. LAWRENCE:

5 Q Does that look like the trip sheet?

6 A That's not the one that I got.

7 Q Okay. Let me do exhibit, this would be six.

8 (Whereupon, the above-referred to document
9 was marked Deposition Exhibit No. 6 for
10 identification.)

11 BY MR. LAWRENCE:

12 Q And this is a trip sheet you provided us
13 that shows the Teterboro flight times.

14 A That's the actual trip sheet that I got on
15 the day before before we left. It's the one I printed
16 up from my computer at home on the 6th.

17 Q Okay. Anything different from that trip
18 sheet that you had in your possession and what actually
19 occurred?

20 A This one has, doesn't -- number five, the
21 one that you have here that Danny sent --

22 Q Right.

23 A That one shows a departure at 1800 out of
24 Teterboro, but that's only leg two, and there's no leg
25 one on it. This has both legs. Four o'clock p.m.,

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1 which they've got here, 2100 UTC, this is the actual
2 trip sheet that I had. This one I saw when I looked at
3 this email. I had not seen this one. This is the
4 actual that I got.

5 MR. RODRIGUEZ: So Exhibit 6 is the actual -
6 -

7 MR. SHACKLEFORD: This one right here,
8 Exhibit 6, is the actual trip sheet that I got. I
9 never heard anything about any change to 1800, and I've
10 never saw this trip sheet before I printed it off the
11 other day myself.

12 BY MR. LAWRENCE:

13 Q When were you made aware of these
14 discrepancies from Danny's account of the times of the
15 Teterboro flight?

16 A Probably a week or so ago.

17 Q Okay.

18 A I had gotten these emails that I guess they
19 had sent, and, as you're aware, that night you and I
20 talked and I told you --

21 Q You're pointing at me. David.

22 A David. Yes, you and I talked because you
23 had called me late, it was like 11:00 at night or
24 something and asked me about it, and I told you, I hate
25 to use the word, but I told you right then it was a

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1 lie. And it ate at me for a week or two, and that's
2 the reason I did this other email.

3 Q Did, at any point in time, Danny solicit
4 your input or advice --

5 A Oh, yes.

6 Q -- of developing --

7 A Before this email was sent, he called me and
8 said this is what we're going to say. He said if
9 anybody asks you, he said but nobody is going to bother
10 you. He said I'm sure no one is going to ask you, but
11 in case they do this is what we're going to say. And I
12 said, okay, if that's what you want to say, that's what
13 you're going to say, but, you know, I didn't want to go
14 any further with him because I was mad about it. But I
15 didn't think he would really do it, but he sent, I
16 guess he put this down that I said that. I didn't say
17 anything like that. He called me and told me what I
18 would say if anybody asked, and he called me three or
19 four times. He changed it a couple of times.

20 Q He changed --

21 A He changed the story that's on this email,
22 that the email that you got about the things that he
23 supposedly said I said, which I didn't say.

24 Q Did he correspond with you and anyone else
25 in the company prior to delivering these emails?

1 A I don't know if he talked to anyone else,
2 but he called me maybe three times on this. And he
3 made up one story, and then he, oh, no, that's not
4 going to work, we're going to change it a little bit.
5 I think he was talking with his attorney, and so then
6 he came up with another story and, finally, the story
7 that I knew the story was when I saw this email.

8 Q Which email?

9 A The one that had about where I spoke to
10 Donnie the following or whatever. And none of it's
11 true. He spoke with me, but he did not speak with me
12 about what I said. He told me what I would say, and I
13 said no. But he said, no, that's what we're going to
14 tell them, so if anybody asks that's what we're going
15 to say.

16 Q Since the time of your departure from the
17 company, your employment was terminated, has anybody
18 from ExecuFlight made attempts to contact you?

19 A After I got this subpoena, maybe a few days
20 after I got this subpoena, Danny attempted to call me
21 three different times and I refused to answer the
22 phone. I'm just not going to answer the phone. I
23 don't want to talk to him. And I think that was maybe
24 last Thursday or somewhere along there.

25 MR. LAWRENCE: Go off the record a second.

1 (Whereupon, the above-entitled matter went
2 off the record at 2:16 p.m. and resumed at 2:18 p.m.)

3 MR. LAWRENCE: Jim, do you have any follow-
4 up?

5 MR. RODRIGUEZ: Just a few.

6 BY MR. RODRIGUEZ:

7 Q All right. I'm going to hand you Deposition
8 Exhibit 3 again. Just I want to refer to it for a few
9 questions, and, once again, that's the email sent
10 August 4th, 2016 at 12:42 p.m. Do you see that?

11 A Yes.

12 Q So we already had you read through this,
13 but, at the beginning, it says -- and this email is
14 from Danny Lewkowicz to the IIC, Jim Silliman. Do you
15 see that?

16 A Right.

17 Q Okay. So Danny said in this email, "I spoke
18 to Donnie, who told me the following," and then I'm
19 just going to read it so I can refer back to it.

20 A Okay.

21 Q Number one, Donnie went to the airport on
22 the shuttle alone without Renato. Number two, it was
23 Donnie who told of the earlier departure basically
24 because he saw the passengers in the lobby, so he
25 reached out to Renato. Number three, as it turned out,

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1 Renato was at the FBO in one of the pilot rest area
2 rooms. Subsequently, it was quick for Renato to be on
3 duty and ready to depart shortly after. Number four,
4 Renato arrived at the FBO on his own, probably on the
5 hotel or FBO shuttle, at a time not known to us, where
6 he did not go into duty until 5:15 p.m. He would have
7 gone into duty at about 5:45 p.m. had the 6 p.m.
8 scheduled departure been the case.

9 Did I read all that accurately?

10 A That's correct.

11 Q All right. So right at the beginning, Danny
12 says, "I spoke to Donnie, who told me the following,"
13 did you tell Donnie any of that?

14 A Did I tell Danny any of that? I didn't tell
15 Danny any of that.

16 Q Let me just say that one more time. So
17 Danny Lewkowicz is the author of the email. He says he
18 spoke to you, and so my question is did you tell Danny
19 Lewkowicz any of those four items --

20 A No, I did not.

21 Q Okay. On the first one, he says that you
22 went to the airport on the shuttle alone without
23 Renato. Were you alone?

24 A No, I was not.

25 Q Who was with you?

1 A Renato was with me.

2 Q Okay. Mr. Lewkowicz says that Renato was at
3 the FBO in one of the pilot rest area rooms. Was
4 Renato ever in the pilot rest area rooms?

5 A He may have been in a rest area room or
6 whatever, but not, he didn't get there and me get there
7 at different times. I mean, if he walked through the
8 rest area or sat down or something like that, yes.
9 But, no, that's not the truth. I'm just going to put
10 it that way.

11 Q And who prepared the aircraft for the
12 flight?

13 A Renato did.

14 Q Okay.

15 MR. SILLIMAN: And when did he start
16 preparing the aircraft?

17 MR. SHACKLEFORD: It was before 3:00. It
18 was probably between 2 and 2:30 that we actually got
19 there and he started right away to get the airplane
20 pulled up and get everything ready.

21 BY MR. RODRIGUEZ:

22 Q That's fine. When did you become aware of
23 this correspondence?

24 A This correspondence right here?

25 Q Yes.

1 A Actually, on the date that it was sent out
2 because they came to my email, also.

3 Q Okay. So you're not on the list of
4 recipients here. Was it --

5 A Oh, no, I actually got a copy of that
6 because, yes, I'm not sure if I got it through being a
7 partner in the investigation or just maybe David sent
8 it to me or something.

9 Q And this is the same email that you copied
10 into your other email, too --

11 A Yes.

12 Q -- to Mr. Lawrence here?

13 A Yes.

14 Q Okay. Do you know how Mr. Lewkowicz came up
15 with this version of events?

16 A No, I do not know how he came up with them.
17 I know he called me and mentioned some things that, you
18 know, and I can't even say this is what he mentioned
19 because this is all Greek to me. I mean, I didn't say
20 that. I don't know where he came up with it. I'm sure
21 -- no, I'm not sure because that would be speculation.
22 But somewhere down the road, he probably looked, my
23 opinion, he probably looked at things and said, well,
24 in order to make this work, this is what we're going to
25 have to say.

1 Q When you say make this work, what do you --

2 A Make it work for duty times.

3 Q Okay.

4 A And he had to fabricate it because it's not
5 true. None of it's true.

6 Q So he came up with this to make it look like
7 you guys had met duty --

8 A Yes, exactly.

9 Q Okay. That's all I have.

10 BY DR. SILVA:

11 Q Transitioning over from that flight, did you
12 communicate with Renato in the days following your
13 Teterboro trip before the accident flight?

14 A After that trip, I talked to him a couple of
15 times.

16 Q Okay. Can you describe your correspondence
17 with him? Did he air any concerns?

18 A He called me the night before I think they
19 left to go to, I don't know where they went, to
20 Cleveland or somewhere else first. But, anyway, he
21 called me and just talked to me and wanted to know how
22 I was doing, and he had sent me a text also to ask me
23 how I was doing, and I told him I wasn't feeling well,
24 that I was grounded pretty much. And he complained
25 about being tired because he was telling me all about

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1 how he thought they were going to stay down there, but
2 they ended up flying all night and coming back.

3 Q So he thought that he was going to stay in
4 Monterrey?

5 A He thought maybe they would stay down there.
6 I don't think he had the idea that they were making it
7 a complete trip.

8 Q Okay. Did he formalize any concerns about
9 flying the accident trip the day following after he
10 talked to you?

11 A No, he was a little concerned about him and,
12 he and Oscar flying together but, you know, just like
13 what we discussed earlier.

14 Q That's actually a good transition. Can you
15 just describe specifically what about, when you're
16 flying with a first officer, what skills are you
17 looking for specifically in order to say that they're
18 ready to fly left seat or ready to fly with --

19 A Whether or not I think they're ready?

20 Q Yes.

21 A Well, basically, it's just observing them.
22 I want to make sure they know the airplane.

23 Q Okay.

24 A I want to make sure they understand what
25 happens if you get too slow or you get too fast or just

1 the -- I want to see that they really know that
2 airplane, not just in good times but in bad times. And
3 what I mean by that, you know, it's not how good you
4 fly when everything is working. It's how good you fly
5 when things don't work like they're supposed to. I try
6 to look at a guy and determine whether or not how would
7 he be if he was in a situation. And sometimes, in my
8 own personal opinion, I just don't think he would have
9 been the person I would have wanted in the left seat in
10 a bad situation.

11 Q And do you know specifically where your
12 concerns would have arisen with Renato specifically?
13 Was it speed management or any other --

14 A No, like I said, I'd let him fly right seat
15 before, and he didn't really, I wasn't really
16 concerned. It was, like, I let him fly one trip before
17 and he got a little slow, so I had made a comment to
18 him he needed to pick up the speed a little bit because
19 I'm the kind of person that I always want, I'd rather
20 be a little fast than a little too slow. And it got
21 right on ref speed two or three miles out, I was a
22 little aggravated, you know.

23 So I let him fly one trip, and I had said
24 something to him about him getting a little too slow.
25 But other than that, that was all, and then he

1 corrected.

2 Q But that's your basis for your --

3 A Yes, I just --

4 Q -- interpretation?

5 A -- felt that, you know, and there's some
6 guys that I just don't think that they should have been
7 made captain, you know. And other guys I think they
8 should have been captain that were never made captain.
9 So that's my opinion.

10 Q Did he voice anything in particular about
11 why he didn't feel ready to work up to captain?

12 A No, the fact that he just had talked to me
13 before that he just didn't feel like he had the time.
14 He wanted to get more time in the right seat before he
15 moved into the left seat.

16 Q What would you say were Renato's greatest
17 strengths as a pilot?

18 A As a pilot? Probably being -- and I don't
19 know if this would be say being a pilot but as far as
20 being a first officer, he was dependable on being on
21 time and doing -- making sure that everything was ready
22 to go. I never had a problem with him. So, that was a
23 good part I liked about him. He was really --

24 And other than that, he was just a typical
25 average guy in the right seat.

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1 Q Would you be able to list any weaknesses,
2 per se, like the greatest weaknesses he may have had,
3 in your experience?

4 A Not as far as flying skills. He didn't show
5 any really weaknesses there to me. Like I said, he was
6 -- his accent was funny sometimes. But no, all in all,
7 he didn't really show any what I would consider
8 weaknesses but you know just at the time because he
9 wasn't really secure and didn't feel like he was ready.
10 I wouldn't want to put a guy in an airplane and charge
11 that airplane if he didn't think he was ready. You
12 have got to have confidence in what you are doing and
13 that is a lack of confidence to me.

14 Q Were there any situations or flights, per
15 se, that you would have felt uncomfortable or you would
16 have preferred not to fly with Renato?

17 A No, I never had a problem. He was my
18 preference.

19 Q Okay. And similarly for Oscar, I know you
20 said you flew with him about four months before the
21 accident, would you be able to characterize his
22 greatest strengths and weaknesses?

23 A No, I didn't fly enough -- I didn't fly with
24 him a whole lot, just a very few short trips. I think
25 I said he seemed a little timid, maybe.

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1 Q Okay.

2 A And he was a real light speaker and just
3 sometimes you had to -- I remember a couple of times,
4 even maybe with Renato that where I would -- they
5 didn't answer a call that I figured was supposed to
6 have been answered and I would go in and take over.

7 Q Can you give an example of that?

8 A No, I'm just -- like I say ATC gives you or
9 calls you and they don't respond. They are sitting
10 over there in La La Land or something. So, I'm the
11 kind of guy that my ears are kind of tuned and as soon
12 as they talk, you have a need to communicate.

13 Q And also moving a little bit towards your
14 practice of you, yourself flying revenue legs and
15 preserving non-rev flights for the first officer, in
16 your experience at ExecuFlight, had you ever allowed a
17 first officer to fly left seat?

18 A I had let some first officers fly left seat
19 but never with passengers.

20 Q Okay, never with passengers.

21 A Never with passengers. No, just me. I'm
22 just an old, grumpy old guy.

23 Q And we already talked about when you would
24 determine they were capable of that. Okay.

25 So, moving on to company management. Do you

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1 have any idea with any information regarding how the
2 company was doing financially?

3 A No, I would not know.

4 Q Okay.

5 A That's not something I would know.

6 Q Can you describe your relationship with the
7 chief pilot at the time, Rich Ruvido?

8 A With the chief pilot?

9 Q Mm-hmm.

10 A Oh, Rich and I had a great relationship. We
11 communicated well. We talked well.

12 Q Okay.

13 A We liked each other. We flew together well.

14 Q How would you have characterized his
15 performance as chief pilot, given that you have served
16 in this position before?

17 A A little weak --

18 Q Okay.

19 A -- on some things. I think maybe -- I don't
20 want to say something but just my opinion. My opinion
21 -- he had a tendency to be light, real lax on a light
22 of things.

23 Q Okay.

24 A You know it is just easier to sometimes just
25 have a guy signing something instead of actually making

1 sure he did it sometimes.

2 Q Do you think you could provide an example of
3 that?

4 A Well, just basic -- I don't want to say
5 something that is going to cause a problem. No, I just
6 I think he was under pressure from the other side.
7 Because I like Rich. He's a good guy but I think there
8 is some things as a chief pilot he just didn't do that
9 he should have done. That's my opinion only but --

10 Q Okay.

11 A -- that he's a pretty good chief pilot.

12 Q How long have you been working with Danny
13 Lewkowicz?

14 A Two and a half, three years, maybe.

15 Q Okay and was that when you had started at
16 ExecuFlight?

17 A That is from the time I started to the time
18 I left.

19 Q Okay. How would you describe your
20 relationship with Danny?

21 A Poorly.

22 Q Okay. Can you expand on that?

23 A Not that I could say. It was always his way
24 or the highway. I put it that way. Let me just -- he
25 did not take -- if a captain wrote up something, you

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1 had to worry about whether or not you were going to
2 have a job. I mean, I will be honest with you. And he
3 would just -- he talked down to people and he still
4 does.

5 So, all in all, I appreciate and I thank him
6 for giving me a job because at the time I was out of
7 one but that doesn't mean that he can talk to me any
8 way he wanted to. And he has a tendency to be -- just
9 make threats. I can't tell you how many times he
10 threatened me on my job.

11 Q And you mentioned he followed through on
12 that threat with this.

13 A As far as I'm concerned he did. I think the
14 reason I'm unemployed right now is because of not
15 playing the game.

16 Q Can you describe the details of your latest
17 interaction with him in terms of your unemployment?

18 A No, I mean I really -- because he didn't
19 even talk to me on this. He had the other guy call me
20 on the phone, his new chief pilot.

21 Q His new chief pilot, okay.

22 A And he didn't even call me. I mean if you
23 are going to lay somebody off that's been with you a
24 while, you pick up the phone, you call him, you have a
25 good conversation. No, I never heard from him.

1 Q Did you have a flight prior to that phone
2 call that may have sparked this, in your opinion?

3 A Yes, I had a flight on the 700, the other
4 700. And previously, I had flown that airplane and I
5 had written up some issues. Number one, the left wing
6 spar, I had written that up before. I had written up
7 the ITT gauges before and stuff like that. But I took
8 off and I flew the airplane and they had not -- I guess
9 it looked like maybe I'm sure they had released the
10 airplane, maintenance released the airplane. So, I'm
11 thinking everything is okay. But I'm coming in to Boca
12 at night, Boca Raton, Florida, and I'm flying the
13 airplane with one hand and I've got a rag in the other
14 one, wiping the moisture off inside the window because
15 the windshield heat is not working. And the ITT gauge
16 quit working again. And I said something about it to
17 him and I wrote it up.

18 I said well, I'm writing this on the flight
19 sheet, on the flight log and I wrote it up. And two
20 days, three days later, I get a phone call. Well, you
21 just grounded the airplane, blah, blah, blah. You know
22 it is going to cost \$14,000 to replace the window and
23 so we have got to stop the bleeding. And so you just
24 don't have a job anymore. That's pretty much the way
25 it went.

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1 Q Okay. Would you consider these squawks to
2 be safety issues?

3 A Oh, big time. It is a common practice to
4 write things up with the company -- and I'm going to
5 say this and I mean every word of it -- to write up
6 something and the next time you fly the airplane, it
7 has been signed off but the problem is still there.
8 It's a common problem.

9 Q How often would you say that happens?

10 A Every time I took off in the 700.

11 Q Okay.

12 A On a regular basis. I'm just being honest.
13 I would lay odds that you go check it right now, it is
14 still probably broken.

15 Q All right, so moving back briefly to the day
16 of the accident, how did you hear about the accident?

17 A I was not happy with the fact that Oscar and
18 Renato were flying that trip. I am going to be 100
19 percent honest about this. I was not happy about it.
20 I was concerned about it. I was concerned about a
21 maintenance issue on that airplane that they had had.
22 And Renato had called me and texted me about it. So, I
23 was just concerned about it and I know that they were
24 being -- from the tone I was getting from him they were
25 being pushed a little bit. And I felt bad about not

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1 being there because I mean it was my trip. I can't
2 make my trip. And since I can't make my trip and I
3 felt concerned about these two guys being together, I
4 went on FlightAware and I was stalking them. And I
5 followed them and every once a while I would refresh
6 and it refreshed and nothing happened. It refreshed
7 and nothing happened.

8 And I was watching the news at the same
9 time, watching one of the -- I don't know if it was CNN
10 or MSNBC and there was a news break about a plane crash
11 in Akron, Ohio. But anyway, that's how I found out
12 about it.

13 Then, John Hart called me, a friend of mine
14 who used to fly with me. And he said, did you hear
15 that they crashed -- they had a crash in Akron? And I
16 said well, something is going on. And so then I found
17 out that it was them.

18 Q Did you get any official notice from the
19 company?

20 A No.

21 Q What was the company's response?

22 A No.

23 Q Okay.

24 A I found out through a friend of mine, and by
25 following myself, and then just on the news.

1 Q So, from your perspective, did the company
2 respond as an organization to the accident or did Danny
3 come out specifically and talk to you?

4 A He came out and talked but not to me
5 specifically. He just talked to the company people
6 about it. You know just had a little meeting
7 afterwards and stuff.

8 Q What was said during these meetings?

9 A Just discussing what happened and stuff like
10 that and how he is going to change things and that we
11 are not going to -- this company is not going to fall
12 because of this. And just it was political, what
13 happened to me.

14 But to be honest with you, I'm real
15 sensitive about this whole thing because I still feel
16 guilty about it a little bit because it was supposed to
17 have been my flight. So, I really don't want to talk
18 too much about that.

19 Q Okay. Okay, so we will step back a little
20 bit. As a whole, how would you describe the safety
21 culture at ExecuFlight compared to other places you may
22 have been?

23 A Less than what I would have liked to have
24 seen. I just think there is a lot of -- there was just
25 a lot of stuff there that I didn't like and still don't

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1 like.

2 Q Can you provide a few examples of that? I
3 know we have talked about a lot of things off the
4 record.

5 A Well, like I said, one of it was a duty
6 issue, always being felt like you were forced to do
7 something, whether you felt it was safe or not; not
8 being given -- if you got certain passengers, and there
9 is a little weight and balance. For instance, no one
10 ever told you how many bags they were going to bring,
11 how many passengers. Yes, you have got five
12 passengers. Well, what are they? Are they men? Are
13 they babies? Are they grown men? Are they football
14 players? No one ever bothered to fill you in on what
15 exactly was going.

16 To give you an example would be one time
17 they sent me to pick up some people down at Opelika.
18 And I get there and three pickup trucks with bags show
19 up. Three pickup trucks on a Hawker. And I take the
20 bags out and I lined them up two-high, all the way the
21 full length of the airplane and took a picture of them.
22 And I said how am I supposed to get this in this
23 airplane. And so those are the kind of things they
24 would almost push you to do. And they sent in a G3 and
25 it barely got in a G3.

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1 But those are the kind of things that just
2 kind of they -- on a regular basis. And then the
3 maintenance issues, like I said, nothing was ever
4 really followed through on the maintenance.

5 Q So when you did write something up, what
6 would the process have been?

7 A The process would be, if you had a problem,
8 there was a place on the flight log, which is here.
9 There is a box that gives you to write the maintenance
10 discrepancies down. And you would write these down.
11 And of course, if you didn't have nothing, you would
12 have to write it on something else. Then, they would
13 do the corrective action or whatever, whether or not
14 they deferred it or whatever. It would be written over
15 here.

16 So, that is how you would do it, go about
17 letting them know. And then I would always follow it
18 up, give it to the maintenance guy, call him myself and
19 talking to him and saying well, this is the way. We
20 would even sometimes take pictures of say an instrument
21 that didn't work. And I would actually take a picture
22 of it or video it and show it to him and things like
23 that.

24 Q So the flight log, itself, would get sent to
25 maintenance or --

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1 A Yes, that flight log, one part of it. It
2 comes in four sections and one section of it would go
3 to maintenance.

4 Q Okay.

5 A One to operations, one to accounting, and
6 the other one stayed with the plane, I think.

7 Q Okay, so every flight log went through that.

8 A Mm-hmm.

9 Q Okay. Okay, great. Let's see. We got
10 through these.

11 Were there ever incentives or disincentives
12 provided for accepting or denying flights?

13 A Not that I am aware of.

14 Q And again, for the record, did the company
15 have a non-punitive reporting system, when it came to
16 safety issues? Non-punitive in that you could
17 anonymously report issues and you wouldn't be -- have
18 to fear for your job?

19 A Not that I'm aware of. They didn't have any
20 procedures like that. You know, they just --

21 Q Do you personally have any experience with
22 safety management systems in any of the previous
23 companies you have worked for?

24 A Well, like I said, I was chief pilot for a
25 company.

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1 Q Okay.

2 A I guess that gave me some responsibility,
3 not a good bit.

4 Q Did any of these companies have formal
5 safety management systems?

6 A Oh, yes, pretty much. If there was a safety
7 issue, there was no question you are not going to do
8 something that is not safety smart. But that's going
9 back 30 something years. I can't remember everything.

10 Q Okay. And did ExecuFlight have a means of
11 ensuring that standard operating procedures were
12 followed?

13 A They had written standard operating
14 procedures.

15 Q Okay.

16 A But I'm not going to say they had means of
17 making sure they were followed.

18 Q Okay. So, that gets to the next question.
19 What was ExecuFlight's attitude towards compliance with
20 these SOPs of record?

21 A What was there means of compliance?

22 Q What was their attitude towards compliance
23 with SOPs?

24 A Well, I would say Rich was pretty good on
25 that. As chief pilot, he wanted to follow the SOPs.

1 But when it came -- you know I will just put it
2 straight like it is. Money was the factor. You know,
3 revenue was always the most important part, not safety.
4 It is just the way I felt. That is the way it always
5 felt to me.

6 I didn't understand it because safety is
7 always the main issue to me. It always has been.

8 Q So, just your service as a party member for
9 the operations group on this accident, again, for the
10 record here, was there any point in the investigation
11 where you were asked to lie or withhold evidence?

12 A I wouldn't say that I was -- well, yes, I
13 was asked to lie on some of this stuff like these
14 emails here. Yes, I would say that was asking me to
15 lie.

16 Q Was there anything else of concern?

17 A There was times that I felt like yes, that
18 they were misleading the investigation.

19 Q Can you give us examples of --

20 A Providing false weight and balance
21 information would be a good one. And just they made
22 such a scramble to change records and eliminate stuff
23 right after that accident, it would make your head
24 spin. I mean I can't say I actually -- I know that
25 they created false weight and balance. I know that for

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1 a fact. And so it just -- they were doing everything
2 they could to make sure that they weren't putting my
3 company at fault.

4 DR. SILVA: Okay, great. So, from my
5 perspective, that is all we really -- well, I guess we
6 should go around the table before --

7 MR. RODRIGUEZ: I have a few more follow-
8 ups.

9 DR. SILVA: Yes, go ahead.

10 BY MR. RODRIGUEZ:

11 Q I want to refer back to Depo Exhibit 3 one
12 more time.

13 A Okay.

14 Q I have got it right here.

15 A Okay.

16 Q That is the email from Danny Lewkowicz to
17 the IIC, James Silliman, on August 4th at 12:42 p.m.
18 And right at the beginning, it says -- and this is Mr.
19 Lewkowicz speaking or his email. He said, I spoke to
20 Donnie and he told me to follow-up.

21 Did you ever tell Mr. Lewkowicz that you
22 went to the airport shuttle alone without Renato?

23 A No. No, he told me I did.

24 Q Okay.

25 A I didn't tell him I did.

1 Q Did you ever tell Mr. Lewkowicz that you
2 knew of the earlier departure because you saw
3 passengers in the lobby?

4 A No.

5 Q Did you ever tell him that you reached out
6 to Renato because of that?

7 A No.

8 Q Did you ever tell Mr. Lewkowicz that Renato
9 was in the FBO in one of the pilot rest areas?

10 A No.

11 Q Did you ever tell Mr. Lewkowicz that you
12 prepared the plane for flight?

13 A No.

14 Q Did you ever tell Mr. Lewkowicz that Renato
15 arrived at the FBO on his own?

16 A No, I did not.

17 Q Did you ever tell Mr. Lewkowicz that he did
18 not go onto duty until 5:15 p.m.?

19 A No, I did not.

20 Q Did you ever tell Mr. Lewkowicz that Renato
21 would not have gone on to duty until about 5:35 p.m.,
22 had the 6:00 p.m. scheduled departure been the case?

23 A No, I didn't say anything like that.

24 Q Okay. A few moments ago you were asked if
25 you were ever asked to lie about any of the information

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1 provided to the NTSB. Were you asked to lie about this
2 information that we have just gone over here in Depo
3 Exhibit 3?

4 A Yes.

5 MR. RODRIGUEZ: Could we go off the record
6 for a second?

7 (Whereupon, the above-entitled matter went
8 off the record at 2:48 p.m. and resumed at 2:57 p.m.)

9 BY MR. LAWRENCE:

10 Q Donnie, I wanted to just ask a couple of
11 follow-ups, real briefly.

12 You mentioned something about the weight and
13 balance. When Dr. Silva asked about some of the things
14 that were maybe incorrect as part of this investigation
15 and you had mentioned this incorrect or false weight
16 and balance, can you expand upon that?

17 A I'm just going from some memory here because
18 I had saw in part of that factual, I guess, the stuff
19 that you guys come up with that they had presented you
20 with a copy of the weight and balance.

21 Q Correct.

22 A And it showed all the passengers weighed 200
23 pounds and it just, nice perfectly clean.

24 Q Correct.

25 A That, to me, was created after the fact.

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1 Now, I can't swear to it but I would bet my life on it.

2 Q Why?

3 A Because I don't believe there was ever a
4 weight and balance done for that flight.

5 Q Let me ask you something about the weight
6 and balance, just so I understand how this process
7 goes. UltraNav printout, the UltraNav computations
8 were the weight and balance. That information should
9 be transferred prior to each flight into the flight
10 log.

11 A Right.

12 Q Correct?

13 A Mm-hmm.

14 Q Okay. Is there ever a time when you would
15 see flight log weight and balance information that
16 would be different than the UltraNav weight and balance
17 computations?

18 A Not on my part, no. I mean what it was on
19 the UltraNav is what I would use myself. I can only
20 speak for myself. I can't speak for somebody else,
21 what they did. But I would tell you what the UltraNav
22 came up with and printed out and that is what I would
23 put on the flight log itself, as far as your moments
24 and your CGs and stuff like that.

25 Q Is that the approved process?

1 A That was the approved process that I was
2 aware of.

3 Q Okay. So, if there is weight and balance in
4 the flight log different than what was in the UltraNav,
5 then there was a separate or a different computation
6 done for those numbers put in the flight log than what
7 we have.

8 A Oh, yes, if it is not the same. Right, it
9 would have to be -- the flight log that you got. What
10 was on the flight log, you are talking about from the
11 crash itself?

12 Q Yes.

13 A If you look at those numbers there, that is
14 what the captain probably put on there. If you have
15 got something that is different, the only reason it is
16 different is because someone would have had to create
17 it.

18 Q Different from the UltraNav?

19 A Different from the UltraNav or somehow.
20 They would have had to have gone back into UltraNav and
21 created something just to provide you guys with
22 something.

23 Q Well, who gets this UltraNav information?
24 When you go online for the UltraNav and do
25 computations, what happens prior to you entering into

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1 the log? Do you have to send it to the company?

2 A Yes, it is supposed to be sent to the
3 company. It is supposed to have been sent to the -- I
4 would always send a copy to the chief pilot, to Danny
5 or to dispatch, too. Myself, that is what I would do.
6 I would make sure everybody had a copy of the weight
7 and balance.

8 As a matter of fact, a lot of times I would
9 just take a picture of it with my phone and text it to
10 them.

11 Q Okay. I want to follow-up also with your
12 knowledge of Oscar and Renato's past. Were you aware
13 that both pilots had been terminated from their
14 previous employment?

15 A I was not aware of that until after this
16 investigation came about.

17 Q Okay. I want to ask you just a brief couple
18 of follow-up questions, also.

19 Has ExecuFlight ever gone through any type
20 of third-party audit? Like IS-BAO or some type of
21 company come in and audit the company that you are
22 aware of?

23 A Not that I am aware -- I wouldn't know any
24 of that stuff. I would have no clue to that. I just
25 wouldn't know.

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1 Q Okay.

2 A I wouldn't know something like that.

3 Q Well, have you had anybody ride on your jump
4 seat from --

5 A No.

6 Q -- the third-party audit company?

7 A No.

8 Q Have you had the FAA come out and ride on
9 your jump seat?

10 A Other than for our 299 jet ride, you know
11 like a line check.

12 Q Exactly. Have you seen the --

13 A That's my only time.

14 Q I'm sorry. Have you seen the FAA come out
15 and do a ramp check on your airplane?

16 A I never was ramp checked.

17 Q So, the only time, just from my
18 understanding, that you saw an FAA personnel in one of
19 the ExecuFlight aircraft is during a 299 line check?

20 A That's correct.

21 Q Okay. And one quick arbitrary question, as
22 far as the autopilot on the Hawker. Is the autopilot,
23 when you disconnect it in flight, does it have an aural
24 warning?

25 A Depending on which one -- the 700, I can't

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1 remember if it had an auto -- no aural warning that I
2 can remember on that that you could just, you could
3 hear a click.

4 Q And are the non-precision approaches
5 typically flown by hand or on autopilot?

6 A Well, like I said, it depends on who flies
7 them. I would fly them usually with autopilot down
8 until I got to a certain point, depending on the
9 situation.

10 Q You trained on the manual flight operations?

11 A I was trained on manual and using the
12 autopilot at Simuflight.

13 MR. LAWRENCE: Can we go off record for a
14 second?

15 (Whereupon, the above-entitled matter went
16 off the record at 3:02 p.m. and resumed at 3:03 p.m.)

17 MR. LAWRENCE: Jim, do you have any follow-
18 up?

19 BY MR. SILLIMAN:

20 Q Yes, the question concerns ExecuFlight and
21 what they pay in salaries for their pilots and if they
22 were competitive with industry, were they at par or
23 below par with industry, and what kind of salaries the
24 two pilots who were killed if they were being paid in
25 relation to the industry standards.

1 A Based on my salaries, I'm not sure what
2 because I don't know what each pilot made because I
3 think each pilot made different. They were well below
4 industry standards. That's pretty much for sure.

5 Q And that would be true for all the pilots
6 that were hired there?

7 A I really -- since I don't know actually what
8 other people made, it would be hard for me to answer
9 that. I could only go by what I know that I made and
10 what I heard other, a few other pilots talk about how
11 little they made.

12 Q Compared to your other employment flying
13 Hawkers, was this salary that you had at ExecuFlight
14 less than other --

15 A It was one of the lowest paying jobs that I
16 have had. I will give you an example. They started me
17 off as captain. I was making \$65,000 a year with no
18 benefits.

19 Q The lowest?

20 A Pretty much. And I have been other -- they
21 finally moved me up to \$80,000 but with no benefits but
22 it is after two years of complaining. Other jobs are
23 paying \$90,000 and \$95,000 starting off.

24 BY MR. RODRIGUEZ:

25 Q I want to follow up on the weight and

1 balance. There as a computer program mentioned. I
2 think it was something like UltraNav.

3 A UltraNav.

4 Q UltraNav, that's the name?

5 A Mm-hmm.

6 Q And you mentioned that you would take
7 snapshot and send that back to the dispatch and Mr.
8 Lewkowicz.

9 A Correct.

10 Q Who had access to UltraNav at ExecuFlight?

11 A It should have been all the pilots. All the
12 captains should have had access to it because it was a
13 program that was actually in their computers or in our
14 iPads or something like that, where you could actually
15 go in to a company computer. I guess the way we can
16 call it, you go into the remote desktop of the computer
17 and then come up with your account and it would have an
18 UltraNav thing and it would have symbols for each
19 airplane and you want to do a weight and balance on it.

20 Q So, generally speaking, all the pilots had
21 access?

22 A All the captains. I'm not so sure all the
23 first officers but captains had access to it or should
24 have access to it.

25 Q As far as routine practice goes, who

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1 normally entered that information?

2 A Normally, it would be the captain. On my
3 part, I would always do the weight and balance.

4 Q And once you entered the information, what
5 was involved in changing it?

6 A What would be involved in changing it?

7 Well, you could go back into the system and
8 change it, if something was different. Say, for
9 instance, the temperature was hotter than it was
10 forecast or something like that. But you could go back
11 in it and change it yourself.

12 Q Could anyone back at headquarters change
13 something that you had entered out in the field?

14 A Oh, yes. Anybody could change it anytime.

15 MR. RODRIGUEZ: That's all.

16 BY DR. SILVA:

17 Q How, in general, did you like working for
18 ExecuFlight? I know we have been talking a lot about -
19 -

20 A Well, I liked it about as much as I liked my
21 last job but it was a job. That's the best way I could
22 put it.

23 Q Okay.

24 A I really didn't like working there that much
25 but it was a job.

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1 Q Is there anything else that you would like
2 to add that we didn't ask you specifically? Is there
3 anything we should -- anything else we should look into
4 that we may not have caught?

5 A No, I can't think of anything, unless it is
6 just slipping my head right now. Like I said, there
7 was some shoddy maintenance procedures there, things
8 like that.

9 Q And maintenance was based out of --

10 A Well, just certain things that weren't being
11 attention to. You know, I could just -- I think you
12 guys have covered this investigation remarkably well.
13 And I don't see anything right off that -- like I said,
14 there might be one other issue and do I want to bring
15 this up? And it is over something I had written up on
16 this airplane prior to the crash. And I'm not sure
17 when it was but there was a problem with this airplane
18 having a fuel balance problem. The fuel gauges were
19 showing 500 to 1,000 pounds off and they weren't really
20 off. It was a gauge problem.

21 And I had written that up a couple of months
22 before that. And I know they were still having that
23 problem because Renato sent me a text about the
24 problem. And I think I sent that to you in an email.
25 And what I told him, one of the things he had called me

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1 and I discussed with him about it and he said well, how
2 am I going to know how much fuel I got onboard? I said
3 well, you top the airplane off. You have got to fuel
4 it over the wings because if you don't, you won't know
5 how much you are getting in each wing. And they still
6 had that problem, I think, on that last flight they
7 were 500 pounds off from one side to the other on the
8 gauge.

9 So, that is probably why they topped the
10 airplane off. They were concerned about the airplane
11 being balanced. That would have told me that that is a
12 good reason that they topped that airplane off.

13 I told them, I said the best thing to do is
14 if you topped it off, you know it is burning even. If
15 you put 100 gallons in the left wing, they will put 100
16 gallons in the right wing. That way you know you got
17 the same amount of fuel. You don't have to top it off
18 but that is a way you can do it.

19 But I think the airplane was overweight from
20 all that I can see at the situation. And if it was,
21 then I would guarantee you that is why it was
22 overweight. They were in a rush and they just topped
23 it off to save time.

24 So, that is the problem to me. And that was
25 a maintenance issue that had been written up. Prior to

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1 that, it was one of those issues that was not taken
2 care of.

3 DR. SILVA: And we do have information about
4 that one. Okay, was there anything else?

5 BY MR. LAWRENCE:

6 Q I just have one quick follow-up as far as
7 the 200-pound weight in the UltraNav printout. As part
8 of the ops group, you saw the weight and balance.

9 A Mm-hmm.

10 Q You saw that it was 200 pounds for each one
11 of those passengers. The process is to weigh the
12 passengers, right?

13 A Right, correct.

14 Q Asked plus --

15 A Asked and add 10 pounds, I think it was.

16 Q Or actual weight.

17 A Or actual weight.

18 Q Okay. Is that common? Did everybody weigh
19 the passengers?

20 A No, nobody didn't weigh them. You asked
21 somebody. If I ask you how much you weigh, if you tell
22 me you are 120 pounds, I'd say you are lying. You are
23 200 pounds or 180 pounds. You could guesstimate their
24 weight to that degree.

25 Q Is a 200 pound for each passenger --

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1 A They had 200 pounds for each passenger.
2 There was women and men onboard and I am sure that
3 there was a lot of people on there that was probably
4 different weights than 200 pounds.

5 Q Is that normal to --

6 A No, it's not normal. I would be a little
7 bit more specific. You know you are looking at a
8 person and you are trying to be more specific on their
9 weights.

10 Q Right.

11 A And that is the reason I am saying I think
12 that that was created after the fact.

13 Q And to follow-up on Jim's question as far as
14 the UltraNav, everybody had access to this program.
15 There is a software that everybody had access to.

16 A Yes, everybody.

17 Q Could somebody alter or create a weight and
18 balance for a series of flights after the series of
19 flights?

20 A Oh, sure, I could.

21 Q So, you could create a weight and balance
22 for a series of flights --

23 A Yes, I could go in and create a weight and
24 balance.

25 Q -- a day, or a week, or something after

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1 those flights.

2 A Yes, I could do that. It would be no
3 problem.

4 BY MR. RODRIGUEZ:

5 Q On the UltraNav, do you know if there was
6 any auditing of that system like a backup --

7 A Not that I am aware of.

8 BY MR. SILLIMAN:

9 Q It sounds like you, in the course of the
10 investigation, you saw the information that we have
11 concerning the weight and balance and the discrepancy
12 between the basic operating weight and the basic empty
13 right listed on the -- listed into the UltraNav
14 program.

15 A Mm-hmm.

16 Q Were you aware of that discrepancy or did
17 you always see the basic operating weight or did you
18 notice that the basic empty weight was actually there?

19 A I don't -- I can't remember if I paid that
20 much close attention to it or not, to be honest with
21 you.

22 Q All right. So, it is possible that the
23 empty weight was being supplied to in UltraNav and you
24 didn't recognize it as being the empty weight instead
25 of the basic operating weight which would be about 300

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1 pounds higher?

2 A I guess are you asking me was I aware of it?

3 Q Right.

4 A No, I wasn't aware that there was. I would
5 assume that was in the UltraNav was correct.

6 Q Okay.

7 A That was their job to make sure.

8 Q Were there other pilots or captains that
9 would use just a basic 200 pounds or any other standard
10 weight like 170 pounds for each passenger that was
11 onboard?

12 A Yes, probably but I can't say they did. I
13 tried to guess as close as I could. To be honest with
14 you, I didn't weigh everybody, unless there was a
15 reason to. You could look at somebody and tell if they
16 were --

17 So, I would say that 90 percent of the time,
18 I was probably within 10 or 15 pounds of everybody's
19 weight. That's the reason you add the ten pounds. I'd
20 rather be a little heavy than not be a little bit
21 heavy.

22 Q Do you know if the captain, if he had a
23 practice of using 200 pounds or another weight?

24 A I wouldn't know that. I wouldn't know what
25 he used on a normal basis.

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1 I can say -- one other thing I can say about
2 the UltraNav and there was a lot of times that you
3 would go in there to try to do it, you couldn't get in
4 because it was done on a company computer and it would
5 be down. Then you had no way, unless you pulled out a
6 book and did a long-hand figuring weight and balance.

7 And a lot of times, it is going to take you
8 a while to do that and they are in a hurry to get you
9 out. You know, you are not going to be able to do it.
10 So, they do a weight and balance in, I don't know.

11 BY MR. RODRIGUEZ:

12 Q A couple more questions, if you know these,
13 after all these.

14 Was there an in-house IT person at
15 ExecuFlight?

16 A There was. I think they changed them a
17 couple of times or only one time.

18 But originally when I first started there,
19 the guy that did most of the in-house IT work was the
20 guy who was the original Director of operations when I
21 started, a guy named Robert Adamo. He did a lot of
22 that himself.

23 Q At the time of the accident, who was doing
24 the IT?

25 A Robert had already gone at the time. So,

1 I'm not sure who was doing the IT work. They had hired
2 somebody else and I never -- I ran across the guy one
3 time and I can't even remember his name but it was not
4 somebody you had access to, unless you called somebody
5 else to get him.

6 Q Was he an ExecuFlight employee?

7 A Not that I am aware of.

8 Like I said, I don't know. He might have
9 been but I don't know.

10 MR. LAWRENCE: Anything else that you can
11 think of?

12 DR. SILVA: No, I just want to say thank
13 you. I'm sorry for your loss and we really appreciate
14 your cooperation with the investigation. We know that
15 you have been through a lot in the last year, so we do
16 really appreciate it.

17 THE WITNESS: Well, I just hope what I have
18 done has helped. That's all I can say. I have been as
19 honest as I could.

20 (Whereupon, at 3:16 p.m., the taking of
21 deposition in the above-entitled matter was concluded,
22 signature having been waived.)

23

24

25

C E R T I F I C A T E

This is to certify that the foregoing transcript

Deposition of: Donnie Shackelford

In the matter of: Crash of a Hawker 125, N237WR, in

Akron, Ohio on November 10th, 2015

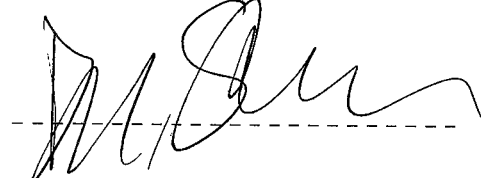
Accident No. CEN16MA036

Before: National Transportation Safety Board

Date: 09-07-16

Place: Washington, DC

were duly recorded and accurately transcribed under my direction; further, that said transcript is a true and accurate record of the proceedings; and that I am neither counsel for, related to, nor employed by any of the parties to this action in which this deposition was taken; and further that I am not a relative nor an employee of any of the parties nor counsel employed by the parties, and I am not financially or otherwise interested in the outcome of the action.



Dylan Stroman

Court Reporter

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1

Lawrence David

From: Donnie Shackelford <[REDACTED]>
Sent: Thursday, August 25, 2016 10:20 PM
To: Lawrence David
Subject: Duty times at TEB

Dear David:

Below are the remarks made by Danny in a email to the NTSB:

"I spoke to Donnie who told me the following:

1. Donnie went to the airport on shuttle alone, without Renato.
2. It was Donnie who was told of the earlier departure basically because he saw the passengers in the lobby so he reached out for Renato.
3. As it turned out, Renato was at the FBO in one of the pilot rest area rooms. Subsequently it was quick for Renato to be on duty and ready to depart shortly after.
4. Renato arrived at the FBO on his own probably on the hotel or FBO shuttle at a time not known to us. However he did not go into duty until 5:15PM. He would have gone into duty at about 5:45PM had the 6PM scheduled departure been the case.

So, most communications were by phone and with the lead pilot being Donnie. The only documentation we have is the updated itinerary that is web based and pilots could see changes remotely on either their phones or FBO computers. All we did is update the itinerary and told Donnie the new departure time (Originally 4 PM then it became 6PM yet the Pax arrived early). That was the only thing that changed."

"
All,

Thank you for the letter sent on the 27th of last month. I understand the concern ref duty times. In fact that is why when we learned that the return for the flight from KTEB on the 7th was going to be delayed from its original departure time we opted to ask Donnie (the captain) to prepare the aircraft for the return on his own as we would need to have Renato well rested for a flight we scheduled him following the KTEB-KFXE flight. We asked Renato to show up at 5:30PM for the new departure time of 6PM. However passengers arrived slightly early thus Renato was then asked to show up at 5:15 for an immediate departure. The duty time for Renato did indeed NOT start at 1500 local but rather 1715 local. This is why Donnie opted to go for a 2.5 hr. lead show time himself as he was not flying past KFXE. He had plenty of time to get the airplane ready on his own not requiring both crew members to be at the airport. If you sum up the time with a starting time at 1715 local you will end up with 10:00 rest.

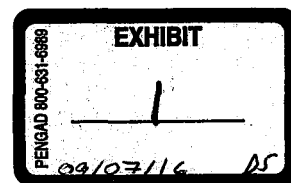
I hope this answered that question.

Regards,
Danny Lewkowicz"

This is Danny's version of the events and they are false. I have had enough of the cover ups and constant twisting of the facts and I especially have a problem of my name being used to hide the true facts. Below are the facts as I know them.

In regard to the first comment from Danny, "I spoke to Donnie who told me the following", the fact is this, yes I spoke with Danny but it was not I who told him anything. He called me and told me that if asked those were the things I was to say, in fact he called a few times changing the story and he ended up with the version above.

1: Did I go from the hotel to the airport on the shuttle, yes I did. Did I go alone, NO, I did not. Renato and I were at the Embassy Suites Hotel in Secaucus, NJ and checkout was (I believe noon). I had arranged with the front desk to get a 1:00 PM checkout for both of us. Our departure scheduled time was 4:00 PM and would have liked to have stayed at the hotel until at least 2:00PM but the Company normally doesn't allow for the extra expense. After checking out I called Signature Aviation at TEB to pick us up at the hotel and they arrived at approximately 1:30PM and Renato and I arrived at Signature about 2:00PM for a 4:00 PM scheduled departure.



1

2 & 3: The comment about me being told of an earlier departure is completely false. As I mentioned, we arrived at TEB about 2:00PM, our actual duty on time was 20:00Z, our scheduled departure was 4:00PM. While in TEB I was not feeling well and it was Renato who prepared the plane, it was Renato who fueled the plane and it was Renato who received clearance from ATC and this was done before the scheduled 4:00PM departure. As I mentioned I was not feeling well and I was resting in the pilot's lounge, NOT Renato. After about an hour past our departure times, the passengers had still not arrived, so I called the sales office and asked if they could locate the passengers. It was not until 6:00PM that the passengers showed and our departure was approximately 20 minutes later.

4: As for Renato not going on duty until 5:15 PM, again a false statement, Renato and I both arrived at the airport and were on duty by 2:00PM

Our flight back to FXE took approximately 2:45 min and on this specific flight our duty time ended at 0200Z.

Now concerning the flight that was scheduled on the backside of this trip we had just completed. That trip was from Ft Lauderdale (FXE) to Orlando (ORL) on to Monterrey, MX (MMMY) and return to Ft Lauderdale. I had called while in TEB and told dispatch that there was not enough duty time for the same crew and crews would need to be changed and even with duty time I was ill and would have to be changed out. However, both I and Renato would not have the duty time remaining to do the flight. When we arrived at FXE, our Chief Pilot, Rich Ruvido was there to replace me but they had no one to replace Renato. I informed Renato that he didn't have the duty time but he was forced to go and the reason I say forced was because he was scared he could lose his job if he refused. That was his and the Chief Pilot's decision. As I mentioned I was not feeling well and actually went to a hotel room instead of driving the 45 minutes home. I called my wife and she came down and took me to the doctor the next day, November 8, 2015. I was diagnosed with severe bronchitis and was grounded for a week. I had thought maybe that Renato and the Chief Pilot would maybe get a room in Monterrey and be close to his duty time but I believe they returned to FXE before they ended their duty.

Renato and I were scheduled to fly again on Nov 9 through Nov 10 but due to my illness I could not take the flight and was replaced by Oscar Chavez. That would be the flight on N237WR that crashed in Akron. On the night of November 8, Renato called me and complained about still being tired from the previous trip and wanted to know how I was feeling. I explained to him my situation and let him know that I would not be able to fly the trip with him. This seemed to concern him as he was not comfortable knowing he and Oscar would be flying together on N237WR. However, he did go on the flight and as I mentioned he had complained about being tired. If he mentioned this to anyone else, I do not know.

As you can see from what I have written, my story varies considerably from the story given to the NTSB. I can assure you that what I have written is the truth and would swear to it in a Court of Law. It angers me that my name would be used to impede a Federal investigation whose purpose is to get to the facts and hopefully prevent a disaster like this from happening again. I am aware that by sending this I may never fly again but if me telling the truth helps prevent something like this from happening again, so be it.

Sincerely

Donnie R. Shackelford

②

Lawrence David

From: Danny Lewkowicz <[REDACTED]>
Sent: Wednesday, August 03, 2016 6:22 PM
To: Silliman James
Cc: Lawrence David; Silva Sathya; Struhsaker Georgia
Subject: RE: CEN16MA036: Updated Factual Information

All,

Thank you for the letter sent on the 27th of last month. I understand the concern ref duty times. In fact that is why when we learned that the return for the flight from KTEB on the 7th was going to be delayed from its original departure time we opted to ask Donnie (the captain) to prepare the aircraft for the return on his own as we would need to have Renato well rested for a flight we scheduled him following the KTEB-KFXE flight. We asked Renato to show up at 5:30PM for the new departure time of 6PM. However passengers arrived slightly early thus Renato was then asked to show up at 5:15 for an immediate departure. The duty time for Renato did indeed NOT start at 1500 local but rather 1715 local. This is why Donnie opted to go for a 2.5 hr. lead show time himself as he was not flying past KFXE. He had plenty of time to get the airplane ready on his own not requiring both crew members to be at the airport. If you sum up the time with a starting time at 1715 local you will end up with 10:00 rest.

I hope this answered that question.

Regards,

Danny Lewkowicz

From: Silliman James [mailto:[REDACTED]]
Sent: Monday, August 1, 2016 12:47 PM
To: Danny Lewkowicz <[REDACTED]>
Cc: Lawrence David <[REDACTED]>; Silva Sathya <[REDACTED]>; Struhsaker Georgia <[REDACTED]>
Subject: RE: CEN16MA036: Updated Factual Information

OK. Thanks for the update.

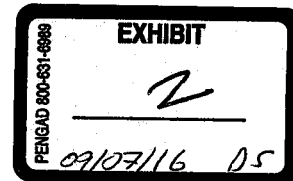
From: Danny Lewkowicz [mailto:[REDACTED]]
Sent: Monday, August 01, 2016 9:33 AM
To: Silliman James
Subject: Re: CEN16MA036: Updated Factual Information

James Silliman,

I just received this email as I was flying in China and had no internet. I am in Florida now and will review this matter. I did forward it to our chief pilot who too is out flying and he will look into the issue by tomorrow.

I will follow up sometime this week before I head back to Asia.

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On Jul 27, 2016, at 3:11 PM, Silliman James <[REDACTED]> wrote:

All,

Based on flight logs that Execufight has provided for the crewmembers, we intend to reference the following factual information in our CEN16MA036 report. This information was not originally presented at the technical review on April 13, 2016.

The review tells us that the FO returned from a trip from TEB on the 7th and departed immediately afterwards on another trip to MMY. Provided, the recorded duty start time of 1500 EST on the 7th, we're seeing that the FO did not meet the required rest requirements (135.267d) for the final Part 135 flight on the 8th (MMY-MIA). Our calculation shows that he had 7 hours and 45 minutes of consecutive rest in the preceding 24 hours at the time of completion of that flight.

Do you concur with our assessment based on the logs attached? Please review the information and respond with any comments by Friday, August 5.

Below is the information we've tabulated on the first officer's flight history between November 7, 2015 and November 10, 2016.

Flight	Duty Start (EST)	Flight Start: Doors Closed "Out" Time (EST)	Departure "Off" Time (EST)	Landing "On" Time (EST)	Flight End: Doors Open "In" Time (EST)
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11/7 FXE – ORL (Part 91)	N/A	11/7 2040	11/7 2044	11/7 2129	11/7 2134
11/7 ORL – MMY (Part 135)	N/A	11/7 2157	11/7 2200	11/8 0048	11/8 0052
11/8 MMY – MIA (Part 135)	N/A	11/8 0430	11/8 0438	11/8 0742	11/8 0745
11/8 MIA – FXE (Part 91)	N/A	11/8 0744	11/8 0751	11/8 0803	11/8 0807
11/9 FXE – STP (Part 135)	11/9 0550	11/9 0650	11/9 0658	11/9 1023	11/9 1030
11/9 STP – MLI (Part 135)	N/A	11/9 1150	11/9 1158	11/9 1245	11/9 1250
11/9 MLI – SUS (Part 135)	N/A	11/9 1550	11/9 1558	11/9 1636	11/9 1640
11/9 SUS – LUK (Part 135)	N/A	11/9 1840	11/9 1847	11/9 1949	11/9 1955
11/10 LUK – MGY (Part 135)	11/10 ~1103	11/10 1110	11/10 1112	11/10 1126	11/10 1130
11/10	N/A	11/10	11/10	N/A	N/A

MGY - ACK (Part 135)		~1349	~1349			
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Best regards,

Jim Silliman

~~000-750-0110~~

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<logbook nov 9 (004).jpg><logbook nov 10 (004).jpg><FlightLogsRelevant.pdf>

3

From: Danny Lewkowicz <[REDACTED]>
Sent: Thursday, August 04, 2016 12:42 PM
To: Silliman James
Cc: Lawrence David; Silva Sathya; Struhsaker Georgia
Subject: RE: CEN16MA036: Updated Factual Information
Attachments: Tripsheet.pdf

I spoke to Donnie who told me the following:

1. Donnie went to the airport on shuttle alone, without Renato.
2. It was Donnie who was told of the earlier departure basically because he saw the passengers in the lobby so he reached out for Renato.
3. As it turned out, Renato was at the FBO in one of the pilot rest area rooms. Subsequently it was quick for Renato to be on duty and ready to depart shortly after.
4. Renato arrived at the FBO on his own probably on the hotel or FBO shuttle at a time not known to us. However he did not go into duty until 5:15PM. He would have gone into duty at about 5:45PM had the 6PM scheduled departure been the case.

So, most communications were by phone and with the lead pilot being Donnie. The only documentation we have is the updated itinerary that is web based and pilots could see changes remotely on either their phones or FBO computers. All we did is update the itinerary and told Donnie the new departure time (Originally 4 PM then it became 6PM yet the Pax arrived early). That was the only thing that changed.

Regards,

Danny Lewkowicz

From: Silliman James [mailto:[REDACTED]]
Sent: Thursday, August 4, 2016 8:50 AM
To: Danny Lewkowicz <[REDACTED]>
Cc: Lawrence David <[REDACTED]>; Silva Sathya <[REDACTED]>; Struhsaker Georgia <[REDACTED]>
Subject: RE: CEN16MA036: Updated Factual Information

Mr. Lewkowicz,

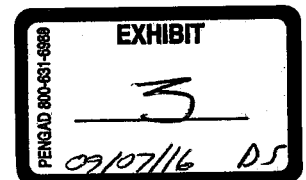
Thank you for providing the information. Is there any written documentation (texts or emails) that supports the FO's starting time of 5:15 pm? I'm guessing that it was done verbally over the phone, but if the supporting documents are available, it would be helpful to have them.

Thanks again for your assistance in the investigation.

Best regards,

Jim Silliman

From: Danny Lewkowicz [mailto:[REDACTED]]
Sent: Wednesday, August 03, 2016 6:22 PM



To: Silliman James <[REDACTED]>
Cc: Lawrence David <[REDACTED]>; Silva Sathya <[REDACTED]>; Struhsaker Georgia <[REDACTED]>
Subject: RE: CEN16MA036: Updated Factual Information

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11/10 MGY – ACK (Part 135)	N/A	11/10 ~1349	11/10 ~1349	N/A	N/A

4

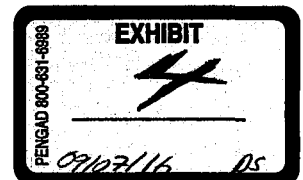
Lawrence David

From: Donnie Shackelford <[REDACTED]>
Sent: Sunday, August 28, 2016 10:42 PM
To: Lawrence David
Subject: DC Text
Attachments: DC Text.jpg

David

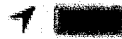
Photo of the doors closed text sent to Sal.

Donnie



●●●● AT&T 3G

11:35 PM



< Back (59)

Sal

Contact

Fri, Nov 6, 12:18 PM

DO EFT 1361 TEB

Sat, Nov 7, 4:53 PM

DC EFT 1362 TEB FXE alt
FLL est 02:45

Sun, Nov 8, 11:07 AM

Sal, I am at the doctors
and have severe bronchitis
and will not be able to fly
until 11/12/ he wants me in
bed for 4 days

Sun, Nov 8, 12:57 PM



EXECUFLIGHT, INC
 1-866-483-9854
 1-954-206-0294 (Fax)
 info@execuflight.com
 www.execuflight.com



N355FA - Pt.135 **2 hr 35 min 931 nm 2 pax**

Depart 1800 Saturday, Nov 7	TEB - TETERBORO TETERBORO, NJ	Signature Flight Support West 201-288-1880 (130.15)
Arrive 2035 Saturday, Nov 7	FXE - FORT LAUDERDALE EXECUTIVE FORT LAUDERDALE, FL	Banyan Air Service 954-491-3170 (130.8)

No Fly List	Selectee List
N3077_csv 11-06-15	S3039_csv 11-06-15
11/7/2015 2:02:33 PM	11/7/2015 2:02:33 PM

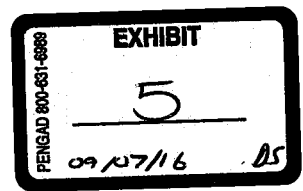
Pilots Donnie Shackelford (PIC) [REDACTED] MGT Team [REDACTED]

Passenger Name(s)	Weight	Passport	DOB	Cell Phone	Nation
[REDACTED]					
[REDACTED]					

ID's Checked By _____

Aircraft Time: 10980.1 **Landings:** 6525

Load Manifest: MaxTOW _____ ActTOW _____ CG _____ FWD _____ AFT _____
 TRIM _____





EXECUFLIGHT, INC

Ph: 1-866-483-9854

Fx: 1-954-206-0294

Great Healthworks (954) 905-2288

Trip Number: 7136

Released By:

No Fly List:

N3072_csv 10-31-15

11/02/15 03:20 PM

Selectee List:

S3034_csv 10-31-15

11/02/15 03:20 PM

Cleared List:

Leg 1	Airport	Date	FBO
Depart:	FORT LAUDERDALE, FL (FXE - FORT LAUDERDALE EXECUTIVE)	11/06/15 9:00 AM (1400 UTC)	Banyan Air Service 954-491-3170 (130.8)
Arrive:	TETERBORO, NJ (TEB - TETERBORO)	11/06/15 11:11 AM (1611 UTC)	Signature Flight Support West 201-288-1880 (130.15)
Flight Time: 2 hours 11 min Distance: 931 NM PAX: 2 Aircraft: Hawker 800A N355FA Status: Pt.135			
Pilots: Donnie Shackelford (PIC) ██████████ Renato Marchese (SIC) ██████████ MGT Team			
PAX Notes: may need to stop @ FTY on the way back			

Name	Weight	Passport	DOB	Cell Phone	Notes
1 ██████████					
2 ██████████					
ID's Checked By _____					

Load Manifest:	MaxTOW	ActTOW	CG	FWD	AFT	TRIM
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Leg 2	Airport	Date	FBO			
Depart:	TETERBORO, NJ (TEB - TETERBORO)	11/07/15 4:00 PM (2100 UTC)	Signature Flight Support West 201-288-1880 (130.15)			
Arrive:	FORT LAUDERDALE, FL (FXE - FORT LAUDERDALE EXECUTIVE)	11/07/15 6:35 PM (2335 UTC)	Banyan Air Service 954-491-3170 (130.8)			
Flight Time: 2 hours 35 min Distance: 931 NM PAX: 2 Aircraft: Hawker 800A N355FA Status: Pt.135						
Pilots: Donnie Shackelford (PIC) ██████████ Renato Marchese (SIC) ██████████ MGT Team						
Name Weight Passport DOB Cell Phone Notes						
██████████						
██████████						
ID's Checked By _____						
Load Manifest:	MaxTOW	ActTOW	CG	FWD	AFT	TRIM

