RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: February 11, 2015
Person Contacted: Mr. Adam Amer
NTSB Accident Number: ERA14MA271 – Bedford, MA

Narrative:

Mr. Amer stated that he had flown with one of the accident pilots, Mr. DeVries, two or three times several years ago. During those flights, Mr. DeVries was the pilot flying; Mr. Amer acted as the pilot monitoring. He recalled that one flight was from Savanah, Georgia, after the airplane had come out of maintenance, to New Castle, Delaware. Another flight was from New Castle, Delaware, to Morristown, New Jersey, to pick up some passengers. They then flew the passengers to West Hampton, New York.

Mr. Amer recalled that Mr. DeVries was a good pilot. He noted that Mr. DeVries was very familiar with, and had well memorized, the checklist items. When they flew together, Mr. DeVries did not ask for the formal checklist. However, when Mr. Amer asked if he could run the formal checklist, Mr. DeVires did not mind at all. Mr. Amer also noted that Mr. DeVries conducted a complete flight control check before each flight.

Mr. Amer did not fly with Mr. McDowell at any point. He noted that Mr. McDowell was in charge of the flight operations. During the flights, Mr. McDowell remained in the cabin and assisted any passengers that were on-board.

Mr. Amer noted that he has been flying Gulfstream airplanes for 24 years. He added that G-IV procedures require the gust lock to be released before starting the engines. In the event that the gust lock is not released prior to engine start, the engines must be shut down in order to relieve hydraulic pressure and release the gust lock. Mr. Amer has heard that pilots occasionally use the flight power shut off handle to momentarily remove hydraulic pressure from the flight controls, allowing the gust lock to be released without shutting down the engines. However, he is not certain whether this procedure was approved by the airplane manufacturer or not.

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