

# NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety Washington, D.C. 20594

May 8, 2014

**Attachment 2 – Crew Information** 

# **OPERATIONAL FACTORS**

**DCA14IA037** 

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# A. Crew Information

# 1.0 Flight Crew experience with KBBG<sup>1</sup>

FLIGHTS TO BKG(BEGIN SERVICE MARCH 9, 2013)

<sup>1</sup> Source: Southwest Airlines

Flt#	DEPARTURE DATE	DEPARTURE STATION	Arrival Station	Seat	Emp#	Name
1161	24-Jun-13	DAL	BKG	CA		
1161	24-Jun-13	DAL	BKG	FO		LANGFORD KEN
1161	24-Jun-13	BKG	MDW	CA		
1161	24-Jun-13	BKG	MDW	FO		LANGFORD KEN
	* had no previous					

#### 2.0 Pilot Statements

## 2.1 Captain Statement

Preliminary statement of Captain Ron Horne Regarding

SWA 4013, January 12, 2014 MDW-BKG (KPLK)

January 14, 2014

I arrived at MDW early on flight 1035. I noted that my next flight was delayed about an hour so I ate a sandwich in the crew lounge and waited.

I met my FO in the airport and talked to him about his work over the last two days. We met the incoming crew upon arrival to MDW and noted the MEL's on aircraft, 33-08-04 and 28-01-02. As required we both read the RBF #13-65 and noted the requirements of the MEL. We then proceeded without incident through take off and en route to DGD which was the last fix on our filed route of flight.

The en route portion was normal. We transferred fuel while in cruse flight due to the MEL #2 AFT FUEL BOOST PUMP being inoperative I pointed out Springfield and Branson in the distance to our Jump Seater and noted the two locations on the cockpit display. We briefed a visual approach backing that up with the RNAV GPS 14. We programmed the FMC accordingly and I also set up the HGS for added back up and inserted both a 5 and 10 mile ring around runway 14 at BKG to display on the navigation display. I also had the LOC/DME for the opposite runway tuned for DME to the field. Approach control handed us off to tower when we said we had the field in sight. The tower called helicopter traffic at our 11 o'clock position. We both looked for the traffic, I did not see the traffic.

We were heading toward the last approach fix VUCUG prior to the runway when the FO stated we're high and disengaged the auto pilot and hand flew the AC while we configured for landing. We then turned back to what we believed to be BKG. We were in a stable approach based on the vmc carrot which provided glide path information in HGS on speed and configured, though the airspeed varied due to gusty conditions, and landed at PLK in error.

Once the auto pilot was disengaged we both focused on what we believed to be BKG and did not understand what had happened until we were on the ground and in full thrust reverser. My first realization that something was wrong is when I saw the end of the runway approach way too fast for this to be the right runway. I called for maximum braking and we stopped the aircraft at the end of the runway. I recall we were in a stable approach and on a correct glide path.

I immediately called the BKG tower and asked if he could see us, he said no and I stated then that we had landed at the wrong airport. We made calls to confirm our status. I informed the passengers that we had landed at the wrong airport and to please remain seated while we sorted out what we could do from that point. I briefed our flight attendants as to what happened and we were working on a way to accommodate our passengers. They responded in a professional manner in every way providing service throughout the delay for the busses to arrive. SWA Proprietary and Confidential

We made several calls on the traffic common radio frequency to alert any traffic inbound to PLK, left all exterior aircraft lighting on and the Branson tower sent out NOTAMS to that effect. We were able to get a tug and tow bar and move the aircraft off the runway after several hours.

#### 2.2 First Officer Statement

Preliminary statement of First Officer Ken Langford Regarding SWA 4013, January 12, 2014 MDW-BKG (KPLK)

January 14, 2014

The departure of flight 4013 from Chicago (MDW) to Branson (BKG) was uneventful. During the final phase of the descent in BKG, ATC had cleared us direct to the Branson airport and to expect a visual to runway 14. We briefed and set up for a visual approach with plans to use the RNAV GPS 14 as backup. The RNAV GPS 14 (the only procedure for that runway) was set up in the FMC.

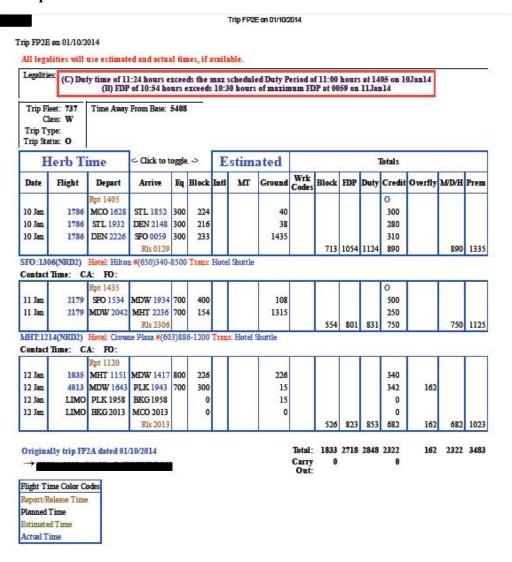
On further descent through 10,000 feet, we told ATC we had the field in sight and we were "cleared" for the visual approach to runway 14. We selected the "VUCUG" waypoint on the RNAV approach procedure (which is approximately 5 miles out on the final for runway 14) and proceeded direct. As we continued the descent and approach, it became apparent we were going to be high. We discontinued the direct to the RNAV waypoint. We took a downwind heading to extend our downwind in an effort to set up for a stabilized approach. Branson tower cleared us to land; we flew the pattern, were stabilized, and proceeded to land.

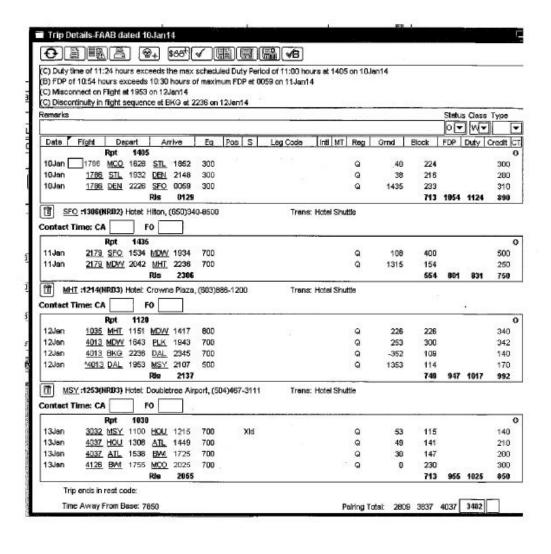
After touchdown we realized we had landed at an airport other than BKG. We notified Branson Tower and our dispatcher. We then tended to our passengers and arranged for their transportation to Branson.

After the passenger had been deplaned into buses, we continued to work with Dispatch and Branson airport operations to secure the aircraft on the ramp at KPLK

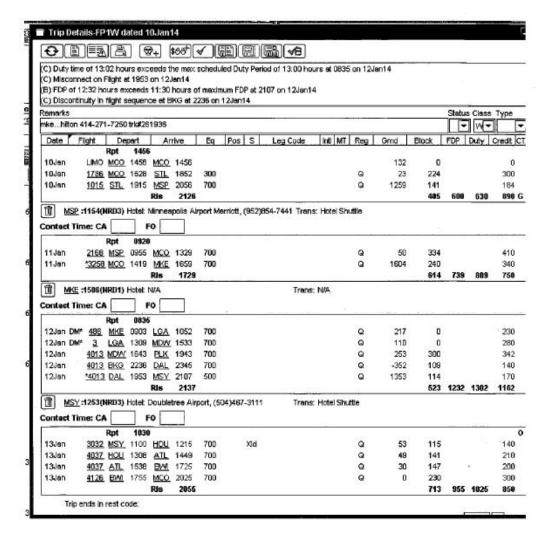
#### 3.0 Pilot Schedules

#### 3.1 Captain's Schedule





#### 3.2 FO's Schedule



### 4.0 Training Records

### 4.1 Captain

**Southwest Airlines** 

# **Operations Qualification System Training Records - FAA Recordkeeping**

Employee Number:

HORNE, RONALD O

Status:

**EMPLOYED** 

06/03/1999

On Probation:

Ν

ATP Certificate #:

Name:

Seniority Date:

Base:

MCO - Orlando International Airport

Position	Event	Aircraft	Due Date	Completion Date	Primary Certifier	Secondary Certifier
Maneuvers						
Rating - BOEI	ING 737 PIC					
	Recurrent					
	DISTANCE LEARNING 1	737 - All	02/2014			
	MEDICAL EXAMINATION	737 - All	02/2014			
	HOME STUDY EXAM	737 - All	06/2014			
	LINE CHECK	737 - All	06/2014			
	PROFICIENCY CHECK	737 - All	06/2014			
	PROFICIENCY TRAINING	737 - All	12/2014		_	
	PROFICIENCY TRAINING	737 - All	12/2013	12/15/2013	FUHRMANN, MICHAEL J	- BOWMAN, RICHARD L
	HOME STUDY EXAM	737 - All	12/2013	11/19/2013	CERTIFIER, ON-LINE	
	MEDICAL EXAMINATION	737 - All	08/2013	08/12/2013	- TAYLOR, ALEXANDRIA	
	ONLINE GROUND TRAINING	737 - All	06/2013	07/11/2013	CERTIFIER, ON-LINE	
	PROFICIENCY CHECK	737 - All	06/2013	06/10/2013	KELLER, DENNIS L	
	SYSTEMS GROUND TRAINING	737 - All	06/2013	06/09/2013	- MCCRACKEN, ALFRED P	
	LINE CHECK	737 - All	06/2013	05/12/2013	- LYON, DANA H	
	HOME STUDY EXAM	737 - All	06/2013	04/15/2013	CERTIFIER, ON-LINE	
	MEDICAL EXAMINATION	737 - All	02/2013	02/14/2013	- TAYLOR, ALEXANDRIA	
	PROFICIENCY TRAINING	737 - All	12/2012	12/16/2012	- MUSSELMAN, DENNIS G	0 - EVANS, JAMES H

## 4.2 First Officer

# Southwest Airlines Operations Qualification System Training Records - FAA Recordkeeping

Employee Number Name: ATP Certificate #:	LANGFORD, KENNETH H	Status: Seniority Date:	EMPLOYED 06/21/2001	On Probation: Base:	N MCO - Orlando International Airport
Position	Event	Aircra	aft Due Date	Completion Date Primary Ce	rtifier Secondary Certifier

Rating - BOEING 737 PIC FIRST OFFICER-737

Add	itional				
	FLIGHT TRAINING	737 - All		01/12/2012	SHARPE, MICHAELT
		FLIGHT TRNG P	RIOR TO FO PC		
Initia	al				
	OPERATING EXPERIENCE	737 - All		08/03/2001	- BADENHORST, ABEL A
	LINE ORIENTED FLIGHT TRAINING	737 - All		07/26/2001	- MCNABB, FRED
	PROFICIENCY CHECK	737 - All		07/25/2001	- VAUGHT, RALPH S
	FLIGHT TRAINING	737 - All		07/24/2001	- EVANS, JAMES H
	GROUND TRAINING	737 - All		07/16/2001	- IRELAND, COLLEENM
	BASIC INDOCTRINATION	737 - All		07/13/2001	- IRELAND, COLLEENM
	EMERGENCY TRAINING	737 - All		07/09/2001	- URIBE, EDWARD R
	SECURITY TRAINING	737 - All		07/07/2001	- URIBE, EDWARD R
	MEDICAL EXAMINATION	737 - All		06/08/2001	- DRENNAN, STACY J
Rec	urrent				
	PROFICIENCY CHECK	737 - All	01/2014		
	DISTANCE LEARNING 1	737 - All	02/2014		
	MEDICAL EXAMINATION	737 - All	06/2014		
	PROFICIENCY TRAINING	737 - All	01/2015		
	PROFICIENCY TRAINING	737 - All	01/2015		

MEDICAL EXAMINATION 737 - All 12/2013 12/05/2013 - JOHNS, LIZ

# Southwest Airlines Operations Qualification System Training Records - FAA Recordkeeping

Employee Num Name: ATP Certificate	LANGFORD, KENNETH H	tatus: eniority Date:		MPLOYED /21/2001	On Ba	Probation: se:	N MCO - Orland	o International Airport
Position	Event	Airc	raft	Due Date	Completion Date	Primary Certi	ifier	Secondary Certifier
Rating - BOEING FIRST OFFICER- Spe						_		
	SPECIAL RUNWAY SAFETY	737 -	All		06/21/2008	CERTIFIER, C	N-LINE	
	AUTO BRAKE FAMILIARIZATION	737 -	All		07/03/2006	- BELL, MAR	ΥA	
	PRM APPROACH BREAKOUT	737 -	All		05/15/2005	- VITOSKY, J	OIE D	
	NORMAL OPERATIONS AND PROCEDURES ENHANCEMEN	NT 737 -	All		03/07/2004	CERTIFIER, C	N-LINE	
	ADVANCED TRAINING DAY	737 -	All		12/10/2002	- BELL, MAR	ΥA	
	SECURITY TRAINING 2	737 -	All		06/19/2002	- IRELAND, O	COLLEENM	
CAPTAIN-737 Add	litional							
	LINE ORIENTED FLIGHT TRAINING	737 -			01/05/2012		ON, TIMOTHY J	
		UNSAT	LOFT-	INW SWAPA CON	TRACT, PILOT WILI	L RETURN TO FO	LINE	
	FLIGHT TRAINING	737 -			01/04/2012	- KOERNER, V		
		PREP F	OR RE-	-TRAINING LOFT:	SITUATIONAL AWA	ARENESS TRAININ	'G	
	LINE ORIENTED FLIGHT TRAINING	737 -	All		12/21/2011	0 - WAYS, ROI	DGER H	
		DIAGNO	ISIS, G	SENERATE OPTIO		KASSEMENT, AND		LE TO DEFINE THE PROBLEM, CHOICE. TUNNEL VISION
Upg	grade							
	PROFICIENCY CHECK	737 -	All		12/19/2011	- BUFORD, DO	ONALD M	
				ED RIGHT SEAT SI SWAPA CONTRAC		LEASE NOTE- UPO	GRADE LOFT WAS	UNSAT. PILOT RETURNED TO
	FLIGHT TRAINING	737 -	All		12/18/2011	- EVANS, JAI	MES H	

MEDICAL EXAMINATION 737 - AII ------- 12/12/2011 ■ - BRUNDAGE, GINGER A