

MEMORANDUM FOR RECORD 25 July 2013
SUBJECT: Previous Experience with Aircraft N753SW
TO: SWA & SWAPA Safety
FROM: Kenneth L. Kemper
First Officer, Southwest Airlines

1. I was the First Officer on Southwest Airlines aircraft N753SW the 3 flights prior to Flight 345's accident at New York's LaGuardia airport. I was flying with Captain Reed Schotanus, e11333, on an AM pairing that began July 22nd, 2013 had a Nashville overnight, and concluded on July 23 at our domicile in Denver.
2. Our first flight of the day was Flt #2504 from Denver to Nashville. I performed the walk-around pre-flight inspection and found no discrepancies. Because I have to pull the gear pins on the first flight of the day, and I am the pilot originating the aircraft, my habit pattern is to spend a little extra time examining the nose and main wheel wells. Not only to verify that nothing appears wrong mechanically, but also performing a security check for any foreign or dangerous objects. I found no abnormalities in any of the wheel wells and all the tires looked good.
3. Captain Schotanus and I have flown together once before and have known each other for the past two years from commuting to Las Vegas and living in the same hometown. All standard policies and procedures were followed and Captain Schotanus flew that leg, Flight 2504, from Denver to Nashville. I made some small talk and commented after the takeoff that it felt like the aircraft was just starting to develop a little nosewheel shimmy. Captain Schotanus, who mainly flies PM trips, replied that it was probably just a little tire imbalance from sitting over night and not any worse than any of our 737-300s, which I agreed with. The flight finished uneventfully with a nice landing which set the bar for the day. I flew the next leg, Flight 2504, from Nashville to Raleigh. I noticed that it had a little nosewheel shimmy again as the tires hit the nosewheel snubber—again, nothing significant. The flight was uneventful and concluded with a nice landing that got me some nice comments from the passengers as they deplaned. Captain Schotanus flew the third leg, Flight 345, from Raleigh to Nashville uneventfully which concluded with another very nice landing worthy of praise from some of the passengers as they deplaned. The slight nosewheel shimmy was detectable again on the third leg, but no worse than the first or second and definitely not anywhere near the threshold of requiring a logbook write-up or requiring maintenance. In my mind, on a scale of 1-10 (with 1 being no nose wheel shimmy and 10 being sever), I would rate it as a 3, with 7 being the threshold of where you'd write it up and ask maintenance to inspect.
4. Captain Schotanus exited the cockpit before me and began the handoff with the next crew. When I stepped out I met the oncoming Captain, she introduced herself as Margaret...I don't know her last name and had never met her before. The First Officer was not there. Captain Schotanus briefed her on the weather we'd seen and said it was a good jet. I agreed and added the comment that we noticed she was just starting to get a little nosewheel shimmy, so maybe something to keep an eye on down the road and wished her a good trip.

5. That night shortly after we saw the event reported on TV, and receiving a text from a friend, we got a call from SWAPA VP Aaron Anton which confirmed that was aircraft N753SW. I told him everything I've reported here and we agreed to fully cooperate with any and all questions from SWAPA, Southwest, and the NTSB. First Officer Anton recommended I take some notes while they were fresh in my mind, which I did, and then used them to write up this Memo.

// SIGNED //

KENNETH L. KEMPER
Southwest Airlines First Officer

First Officer Kemper was a crewmember on the accident airplane prior to the accident flight