

## Fox Todd

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**From:** Brian J Weber [REDACTED]  
**Sent:** Friday, June 14, 2013 10:19 AM  
**To:** Fox Todd  
**Cc:** Jacky Tom; Certification  
**Subject:** RE: CEN13FA196 -- Passenger Statement/Interview Summary (Ref: 940201301192)  
**Attachments:** DSC\_0005.jpg; DSC\_0006.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Todd,

Per your request, I reviewed the witness statement and identified the lights that the passenger may have been referring to.

“Mr. Evans was looking out the window during liftoff and transitioned his view back into the cockpit about 3 to 5 seconds after liftoff to notice a yellow flashing light on the control panel. The light was positioned at eye level...”

The “yellow flashing light” Evans was referring to was most likely the Master Caution push-type switch located on the glare shield on the left side of the flight guidance panel. There are actually Master Caution switches on either side of the cockpit, but Mr. Evans’s field of view from his passenger seat would have likely only enabled him to view the one on the left side of the cockpit. The Master Caution switches will flash whenever a caution annunciator illuminates. The flashing light can be extinguished by the pilot depressing the switch, or will extinguish when the condition is corrected. The Master Caution switch will be accompanied by one or more annunciators on the panel below the standby instruments. The annunciator panel would have likely been partially visible from Evans’s seat.

“He stated that on the second attempt to land...he recalled the same yellow light he saw on take-off was again lit along with a red light next to the yellow light. They were both flashing.”

In this case, it is likely that Evans was referring to the same Master Caution switch mentioned above. In addition, it appears that he is describing the Master Warning push-type switch located adjacent to the Master Caution switch. The Master Warning switch flashes when a warning annunciator illuminates. The warning annunciators are located on the same annunciator panel described above. The warning annunciators would comprise the top two rows of the annunciator panel. Again, the annunciator panel would likely have been partially visible from Evans’s seat.

As we discussed, I attached two high-resolution photos of an exemplar airplane from our test fleet to assist with any follow-up questions for Evans. One photo is of the entire instrument panel taken from the flight deck partition. The other photo was taken from the seat that Evans described as the one that he occupied, adjacent to the emergency exit.

Evans’s answers Mr. Wentz’s first, second, and fourth follow up questions are interesting. The seats in which the passengers were seated were actually equipped with shoulder harnesses. It appears that the passengers were not briefed on their usage, and were not aware of their existence.

Best regards,

**Brian J. Weber** / Air Safety Investigator

[REDACTED] / Wichita / Kansas 67206-2557



