



RECORD OF CONVERSATION

Mitchell Gallo
Investigator-In-Charge (IIC)
Aviation Accident Investigator
Central Region

Date: January 12, 2014
Person Contacted: Ron Birnie
Kirt Kostich
NTSB Accident Number: CEN14FA110

Narrative:

During a visit at the Royal Air Freight, Inc. office with Barry Rogers present, Ron Birnie stated that dispatch talked to Andrew Demos on the day of the accident. Mr. Birnie said that the dispatch personnel are Rory and Jim. Rory works during the day and Jim works in the afternoon. Mr. Birnie stated that they did not know how much fuel was on board when N3829G departed for PTK and they did not know the alternate airport for the flight. Mr. Birnie said that “the pilot’s file their own flight plans.”

Mr. Birnie said that the hire date for Mr. Demos was December 2, 2013, and he was interviewed November 2013. He did not know Mr. Demos prior to the interview. He said that Mr. Demos was “clean cut” and had a nice personality.

Mr. Birnie said that Rory talked to the Mr. Demos when he was in Atlanta.

Mr. Birnie said the Mr. Demos was already living in Pontiac, Michigan before he was hired. His wife was already employed in the area at a veterinary clinic.

Mr. Birnie said the he and Mr. Kostich both flew with the pilot to Flint, Michigan and also performed approaches. Mr. Birnie said Mr. Demos never was more than ¼ scale deflection of the navigation instrument for the approaches.

Mr. Birnie said that Mr. Demos knew “how to stay ahead of the airplane” and that his “radio work was good.”

Mr. Birnie was asked by the IIC if they had training records for Mr. Demos that would show date, flight time, aircraft used, instructor, and description of training for each of Mr. Demos's training flights. Mr. Birnie stated that they did not have such a record and were not required to keep records of individual training flights and were only required to provide a certificate of training. The ICC then requested that such a record be produced and provided to the IIC.

Mr. Birnie said he was at the Royal Air Freight, Inc. office on the day of the accident from 1200 - 0015 and returned later.

Mr. Birnie said that the Cessna 310 does not have high approach minimums like the jets.

They provided Royal Air Freight Piston Daily Record Sheets for January 2 and January 4, 2014, for flights after a record of flights flown by Mr. Demos was requested by the NTSB IIC. These sheets were not received prior to the meeting on January 12, 2014. Mr. Kostich stated that he thought the Daily Record Sheets were provided with the initial records given to Mr. Rogers.

Mitchell Gallo
Air Safety Investigator