



## RECORD OF CONVERSATION

**Mitchell Gallo**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: January 21, 2014**  
**Person Contacted: Lauren Demos**  
**NTSB Accident Number: CEN14FA110**

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### **Narrative:**

Lauren Demos stated that Andrew Demos may have had an interview with Corporate Flight about November 26, 2013. She said that Corporate Flight was located in a blue colored building at the PTK. She said that Corporate Flight told Mr. Demos that they could not hire him due to flight time and that they may call him in 2-3 months. She said that Mr. Demos sent resumes for a pilot position in late October 2013 and/or early November 2013. Royal Air Freight then called Mr. Demos in November 2013. She said that Mr. Demo's interview with Royal Air Freight was a "working flying" interview on November 25 or November 26, 2014. That started about 1100 or 1200. She said that she received a text from Mr. Demos at 1827 that he finished the interview. She believed that the interview was with Ron Birnie. She said the Mr. Demos told her that the interview with Royal Air Freight was "informal" and "laid back" and there was "no dress code." She said that Corporate Flight had a uniform requirement and Mr. Demo told her that it was "more formal" and "corporate." She did not remember if he had flown at Corporate Flight as during his interview there." She believed that Mr. Demos met with Kirt Kostich during the interview at Royal Air Freight.

Mrs. Demos stated that Mr. Demos would go to Royal Air Freight every day at 0830-0900 and would wait for training and "a lot of times" Mr. Binie would be called away on other flights. She said that Mr. Demos was to start training after December 3, 2014, and after an employment drug test. She said the Mr. Demos told her that he needed 10 hours in the type of airplane he was going to fly. She said that Mr. Demos had trouble completing his training because either Mr. Binie was "not available" or "not there." She said that Mr. Demos took another flight because Mr. Binie was "not available." She said that Mr. Demos flew with Mr. Binie and somebody else.

Mrs. Demos stated that Mr. Demos was “excited” because he was flying “a lot of jets.” In his text message to her on December 3, 2014, he said “Hi from Cape Girardeau.” She said that at 1912 he left work.

Mrs. Demos said that on December 4, 2014 at 1230, she received a text message from Mr. Demos saying that he was about to leave for South Carolina and North Carolina and the he should be home about 1900. She said that one of the two flights, Mr. Demos sat in the right seat and that he told her “just go to fly” and they “let him fly the whole leg.”

Mrs. Demos said the she did not remember Mr. Demos talking about the flight on December 5, 2014.

Mrs. Demos said that for some of Mr. Demo’s training, they would call him in the day prior. She said that Royal Air Freight purchased an airplane in New York that had been damaged and was being repaired. She thought that Mr. Demos flew back on the some of those legs. She said that Mr. Demos said they would say “hey you want to fly.” She did not remember who invited him to fly on the jet airplanes. She said the Mr. Demos never told her why they purchased the airplane that was in New York. Mrs. Demos said that she did not know how many time Mr. Demos went to New York with Royal Air Freight.

Mrs. Demos said that on December 10, 2014, at 1330 she received a text from Mr. Demos that said he was going into work. She received a text at 1411, from Mr. Demos that said he was put on a trip to Canada. She said that Mr. Demos did not mention specifically why he was put on the flight to Canada and that he only said he was put on a flight. She said they picked up a box in Canada and dropped it off in Madison, Wisconsin.

Mrs. Demos said that on December 12, 2013, Mr. Demos said the he was done with training for the day.

Mrs. Demos said that on December 13, 2013, she received a text from Mr. Demos at 0919 that said he was off to New York. He said that he was back on the ground at 1630.

Mrs. Demos said that she did not remember what happened on December 16, 2013. She said that Mr. Demos said in a text at 1230 that he would be home at 1730 or 1800. At 1630, Mr. Demos said that he was done for the day.

Mrs. Demos said that she did not remember Mr. Demos talking about the flight on December 17, 2013.

Mrs. Demos said that Mr. Demos would spend a day or day in a half in a conference room with books and it seemed like that he was waiting around to do flight training or to do a flight. She did not know what percent of his time was spent with Mr. Binie.

Mrs. Demos said that on December 19, 2013, she received a text from Mr. Demos that said “checkride was good.” She did not remember him saying anything about the checkride. He sent a

text to her that said he would begin being on call on December 19, 2013 at 2300 and that he was going to take a nap.

Mrs. Demos said that he was generally home in the early afternoon and it seemed like he was doing half days some of the time. She said that Mr. Demos would make comments that he was at work early for training and he would have to wait.

Mr. Demos said that he was called in for a flight that she thought was on December 31, 2013 for a flight. She said he was not gone for more than two hours. She said he may have been gone from 1700-1900 or 1900-2100. She said she remembered the day because she lost her wallet. She said he was home all day prior to being called.

Mrs. Demos said that on January 2, 2014, at 1330, she received a text from Mr. Demos that said he was go called in to work. She said that he had a flight from Marquette, Michigan and then to Arkansas. About 2247 she received a text that he would probably be back at 0100.

Mrs. Demos said that in a post-accident conversation with Mr. Binnie, Mr. Binnie told her that Mr. Demos wanted to hand prop the airplane and Mr. Binnie said that he could not.

Mitchell Gallo  
Air Safety Investigator