

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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JANUARY 10, 2014

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CESSNA 310R, N3829G,

* Docket No.: CEN14FA110

ROYAL AIR FLIGHT 907

*

PONTIAC, MICHIGAN

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Interview of: BEN WOOD

Waterford Police Department
 5150 Civic Center Drive
 Waterford, Michigan

Wednesday,
 March 12, 2014

The above-captioned matter convened, pursuant to notice.

BEFORE: MITCHELL GALLO
 Accident Investigator

APPEARANCES:

MITCHELL GALLO, Accident Investigator
Office of Aviation Safety
National Transportation Safety Board (NTSB)

E. BARRY ROGERS, Aviation Safety Inspector
Air Carrier - Operations
Federal Aviation Administration (FAA)
East Michigan Flight Standards District Office
Belleville, Michigan

BARTHOLEMEW ANGLE, Aviation Safety Inspector
General Aviation - Operations
Federal Aviation Administration
East Michigan Flight Standards District Office
Belleville, Michigan

DEAN G. GREENBLATT, ESQ.
Dean G. Greenblatt, PLC
(Representative on behalf of Mr. Wood)

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I N T E R V I E W

(3:47 p.m.)

MR. GALLO: All right. Mr. Wood, thank you for joining us. As I mentioned with the other interviewees, you have -- you can have any representative of your choice, and I think last time we talked you said you weren't going to have anybody, but --

MR. WOOD: Mr. Greenblatt is here, so I'd prefer if he sat in with me.

MR. GALLO: That's who you want to use then; is that correct?

MR. WOOD: Yes, sir.

MR. GALLO: Okay.

INTERVIEW OF BEN WOOD

BY MR. GALLO:

Q. All right, just to start out with, how long have you been with Royal Air?

A. Two years.

Q. All right, and what position did you start in?

A. Lear SIC.

Q. Okay. And did you bring your logbook today?

A. I did, but I left it in the truck. I can go grab it or --

Q. Okay.

A. I just upgraded this morning. If you --

Q. Oh, okay.

1 A. -- whatever suits you.

2 Q. Well, why don't you go ahead and we'll wait.

3 A. Sure. I'm sorry about that. I'll be right back.

4 (Off the record.)

5 (On the record.)

6 BY MR. GALLO:

7 Q. All right, where were we? Okay. When -- how long have
8 you been with the company?

9 A. Two years.

10 Q. And you started out as an SIC in the Learjet?

11 A. Correct.

12 Q. And you say you just got upgraded to PIC in the Lear?

13 A. No, I did not.

14 Q. Okay. So you're still SIC then?

15 A. Yes.

16 Q. Okay. Did you ever meet Mr. Andy Demos?

17 A. No.

18 Q. Okay. And you're based in Texas?

19 A. Um-hum.

20 COURT REPORTER: Is that a yes? I have to have yes or
21 no.

22 MR. WOOD: I'm sorry. Yes.

23 COURT REPORTER: Thank you.

24 BY MR. GALLO:

25 Q. So how do you get assigned flights down in Texas? Is

1 there an airplane down there?

2 A. We have a plane based down there, yes.

3 Q. Okay. And so you're just picking up freight down there
4 or how do you -- it's kind of remote from Pontiac so that's why
5 I'm just curious about that.

6 A. The -- yeah, the company model is we do charter flights,
7 so when someone needs freight moved from Point A to Point B, we go
8 pick it up from where we are, drop it off where it needs to be.

9 Q. All right. Did you come in on a freight flight today?

10 A. No.

11 Q. How did you arrive here?

12 A. I arrived yesterday; flew in.

13 Q. On a commercial flight or?

14 A. A freight flight.

15 Q. Okay. Is it one that you flew?

16 A. Yes.

17 Q. When you got hired, can you just go through the ground
18 training that you received and who provided it?

19 A. It was provided by Royal over the span of 2 or 3 or 4
20 weeks. I don't remember exactly the time frame.

21 Q. And who were the instructors?

22 A. Kirt did most of it; Ron did some. The owner and the
23 chief pilot.

24 Q. Okay. And do you recall what materials were used during
25 ground training?

1 A. Not specifically. I mean, just materials for the Lear
2 training books.

3 Q. During your training, were you taught anything about
4 stabilized approaches in the Learjet?

5 A. I'm sure that we were.

6 Q. Okay, so what are the criteria for -- that define a
7 stabilized approach?

8 A. Stabilized approach is establish on approach within the
9 constraints required to fly in a stabilized fashion. What are you
10 specifically getting at?

11 Q. Are there -- what's the max airspeed deviation you could
12 have?

13 A. Plus or minus 10 knots.

14 Q. What about descent rate?

15 A. It usually comes out to about 700 feet per minute in the
16 Lear.

17 Q. What about for a non-precision approach?

18 A. I don't understand your question. What about it?

19 Q. Are the descent rates different for a precision versus a
20 non-precision approach?

21 A. I suppose it depends on the approach. I mean, sometimes
22 on approach you may need to be down sooner as -- I mean, the
23 approach is designed to be safe, so sometimes you need to be down
24 sooner and you can go down at a slightly faster rate and sometimes
25 it's not necessary; whatever's safest for the situation.

1 Q. And anything peculiar about the ILS 9-Right approach
2 into here?

3 A. Into where? Pontiac?

4 Q. Into Pontiac.

5 A. I can't remember the last time that I shot it. It's
6 been months probably at least. It'd be in my logbook, but it's
7 probably been a few months at least.

8 Q. Okay. And prior to being hired at Royal Air, what --
9 can you just go over your aviation background and experience?

10 A. Sure. Started in about 2008. I flew pipeline for a
11 year and a half in a 182. Then I flew a Caravan for a 135
12 scheduled cargo run. And then -- that was single pilot. Then I
13 flew as a captain on a Metroliner at Sierra West. Both of those
14 two jobs were for about a year.

15 Q. Do you receive any company pressure to get freight in on
16 time?

17 A. No.

18 MR. GALLO: Do you have any questions?

19 BY MR. ROGERS:

20 Q. When was your last check ride?

21 A. My last check ride was Saturday.

22 Q. Okay. So --

23 A. This past Saturday.

24 Q. Which was 3 -- 3/8, I guess.

25 Describe what the check ride was like.

1 A. Just like every other check ride I've -- in what regard?

2 Q. Was it here? Was it --

3 A. Yeah, it was here in Pontiac, um-hum.

4 Q. And it was conducted by?

5 A. Kirt.

6 Q. And what all did you do?

7 A. Just the normal check ride stuff; an oral and then a
8 flight.

9 Q. Okay. And the flight encompassed what? What did you do
10 on the flight?

11 A. In -- you mean like maneuvers or?

12 Q. Yeah.

13 A. Oh. Yeah, we took off out of Pontiac.

14 Q. Okay.

15 A. We did a V1 cut. We did steep turns. We did a stall
16 series. We did some approaches. Single engine work over at Flint
17 Airport and then another single engine back into Pontiac and
18 landed it.

19 Q. What did you do as far as stall series?

20 A. We did -- what did we do? I mean, I don't understand,
21 like --

22 Q. What type of stalls?

23 A. Oh, like a fully dirty stall: flaps down, gear down,
24 slow it, stall it, recover. The normal --

25 Q. One, two, three?

1 A. The third of the --

2 Q. Just how many stalls?

3 A. Oh, just one stall. I'm sorry.

4 Q. Oh, okay. Because you said --

5 A. I misunderstood.

6 Q. -- stall series, and I'm sitting here going --

7 A. Oh, well, one of the stall series. Sorry.

8 Q. Oh, okay.

9 A. Sorry.

10 Q. That's why I -- okay.

11 A. Sorry. We did one stall.

12 Q. All right. And you did a V1 cut?

13 A. Yup.

14 Q. Explain that one to me.

15 A. Sure. Taking off from the runway and the pilot not

16 flying calls out speeds. And when V1 arrives, when you move your

17 hand to the steering -- I'm sorry -- to the yoke, then it's after

18 the V1 decision that the pilot non-flying, you know, simulates a

19 failed engine, and then you continue flying with the single engine

20 with the other one at idle.

21 Q. Okay.

22 A. Is that what you're asking or?

23 Q. Yeah.

24 A. Okay.

25 Q. Just, you know, I've never flown a Lear, so --

1 A. Oh. Yeah, it's probably like most planes, you just keep
2 flying, do the same procedure as --

3 Q. And this last check ride you were still in the right
4 seat? Or the left seat?

5 A. I was in the left seat.

6 Q. Okay, but you're still listed as a SIC for the company?

7 A. I am. I am type-rated as a PIC, but my job position at
8 this company is an SIC.

9 Q. Okay. Have you ever had to do a missed approach for
10 real in a Lear?

11 A. I'm sure that I have. Probably. I'm trying to remember
12 an example off the top of my head. I can't think of one. The
13 last one I remember doing -- yes, in Pennsylvania. I did a missed
14 approach and ended up landing at a different airport after it was
15 all done with.

16 Q. So you were the pilot monitoring or flying at that time?

17 A. I was the pilot monitoring. I was in the right seat.

18 Q. Okay. So what are you standard calls, normal calls on
19 that type of approach?

20 A. When you're descending, as a pilot not flying, you call
21 out your altitudes: 1,000 above decision, 1,000 above the
22 airport; and the pilot flying is, you know, monitoring speeds, as
23 are you, I suppose. But when you get down toward decision height,
24 your -- at that point your eyes are peeled outside looking for
25 runway, runway environment, and at the decision altitude if

1 there's no runway, then you say, "Go missed," and then you do the
2 missed approach.

3 Q. And what does that entail? What's the missed approach?

4 A. It depends on the --

5 Q. Not the procedure, but you physically are stopping the
6 descent and then what do you do to get the airplane back up?

7 A. Well, if I'm not -- if I'm passenger -- if I'm pilot not
8 flying, then --

9 Q. Right.

10 A. -- I really don't do anything. I mean, I'm just waiting
11 on calls. She calls out the procedures, but I don't normally
12 initiate those as a pilot not flying; you expect them.

13 Q. Are you monitoring like engine instruments for
14 overtemps, undertemps; you know, anything?

15 A. Oh, absolutely. Yeah, you're monitoring everything
16 that's going on in the cockpit.

17 Q. Okay, so he's initiating the go-around and are you
18 setting power, he's setting power? Who's --

19 A. He's -- yeah, he's the pilot flying so he'd have his
20 hand on the power levers, so he would initiate the approach in
21 terms of adding power.

22 Q. Okay. Have you ever found yourself in a situation where
23 -- I'm trying to think how to best word this -- you find yourself
24 into an adversarial role with whoever it is you're flying with?
25 Have you ever run into that situation?

1 A. Like conflicts with another pilot?

2 Q. Yeah.

3 A. Sure.

4 Q. And how did you handle that?

5 A. Well, I think that it's -- I had a flight instructor
6 once say that the worst situation in a cockpit is when you look
7 over and you're co-pilot's got his arms crossed and he's looking
8 out the window because he's mad at you. So, you know, regardless
9 of how you feel about something or what you like or don't like
10 about somebody, you make it work, you know, until the flight's
11 over and then you can have it out, I suppose. But usually, you
12 know, safety of the aircraft is the most important thing. You
13 don't want to be having an argument on ILS or something.

14 Q. Okay. You've been normally flying with the same
15 captain, I guess?

16 A. I've flown with -- I think there's maybe one captain
17 that I haven't flown with, but I'd say 80 or 90 percent of my
18 flights start with the same people down in Texas.

19 Q. Okay.

20 MR. ROGERS: I can't think of anything I --

21 BY MR. ANGLE:

22 Q. Okay. Mr. Wood, when you conducted your initial flight
23 training in the Learjet at Royal Air, did you -- were you trained
24 on ILS approaches?

25 A. Yes.

1 Q. Okay. Did you -- were you trained on an ILS approach to
2 a landing and an ILS approach to a missed?

3 A. Yes.

4 Q. Okay. During the ground training, did you -- were you
5 trained at Royal Air on the procedures during an ILS approach if
6 you were to reach minimums and only see or recognize the lead-in
7 lights --

8 A. Yes.

9 Q. -- with nothing else?

10 A. Yes.

11 Q. Okay. And, in general, what would those procedures be?
12 How were you trained? What would you do if --

13 A. At decision height --

14 Q. Yes.

15 A. -- and you can see part -- or the lead-in lights?

16 Q. Just the lead-in lights or the, quote/unquote,
17 "rabbits."

18 A. If you see just the rabbits?

19 Q. Right.

20 A. Then if you have -- if you have just the rabbits, your
21 visibility is good and you're breaking out at minimums and you can
22 see just the rabbits only?

23 Q. Yeah, and I'm not trying to trick you. I'm just curious
24 if this came up in training at Royal Air.

25 A. I don't specifically ever remember talking about that

1 exactly. It was 2 years ago.

2 Q. Okay. During your Learjet check ride at Royal Air, were
3 you evaluated on ILS approaches to a landing?

4 A. Yes.

5 Q. And were you evaluated on an ILS approach where you were
6 -- where you had to execute a missed approach?

7 A. Yes, we did.

8 Q. Okay. During your flight training at Royal Air, were
9 you subjected to simulated instrument conditions?

10 A. Yes.

11 Q. Okay. And how did you -- what type of view-limiting
12 device did you use? A hat?

13 A. The hat.

14 Q. Okay. And how about during the check ride flight?

15 A. I'm sorry. The prior question was during the check
16 ride?

17 Q. I'm sorry. During the training, did you use a view-
18 limiting device to simulate instrument conditions?

19 A. Oh. Yes, I believe that that's what I used. During the
20 check ride that is also what I used.

21 Q. Okay.

22 A. The Lear has a fairly high dashboard, so to speak, so
23 it's -- I mean, it'd be --

24 Q. Okay.

25 A. -- it's easy to do.

1 Q. Okay. During the course of your ground and flight
2 training at Royal Air, did -- would you -- did you feel that there
3 were any deficiencies in your training?

4 A. I cannot think of any. I've never felt that way.

5 Q. Okay.

6 MR. ANGLE: That's all I have.

7 MR. GALLO: I have a couple questions.

8 BY MR. GALLO:

9 Q. You said you had a Lear type rating?

10 A. Yes.

11 Q. And where did you obtain that from?

12 A. SimuFlite in Dallas.

13 Q. And was that through another company that you worked
14 for?

15 A. No, I was at Royal.

16 Q. At Royal. And how long ago was that?

17 A. That was right at about a year ago.

18 Q. Okay. And the check ride for that type rating was that
19 done in an aircraft or in a simulator?

20 A. Simulator.

21 Q. And the simulator was down at the training facility?

22 A. Yes.

23 Q. What were the emergency procedures that were used during
24 your check ride on 135?

25 A. For the oral or for --

1 Q. For the flight portion.

2 A. For the flight portion? For which, which part of --
3 which emergencies or which --

4 Q. Yeah, which emergencies did you perform?

5 A. Well, we had a V1 cut. We had an engine failure in
6 flight. I believe that's all that we did, that I can recall, in
7 the flight.

8 Q. Okay. Anything regarding loss of pressurization?

9 A. In the flight?

10 Q. Um-hum.

11 A. No. The highest we flew on that flight was 6- or 7,000.

12 Q. So you didn't -- did you simulate a loss of
13 pressurization?

14 A. Not in the flight, but -- no.

15 MR. GALLO: Do you have any other questions?

16 MR. ROGERS: Yes.

17 BY MR. ROGERS:

18 Q. You said your check ride was this past Saturday?

19 A. Yes, sir.

20 Q. Did you get recurrent ground school prior to that?

21 A. Yes, sir.

22 Q. Where was that at?

23 A. It was in the -- it was a room or, I guess, a classroom
24 maybe, upstairs at Royal.

25 Q. And who conducted that training?

1 A. Kirt.

2 Q. Kirt. Okay.

3 MR. ROGERS: That's all I have at the moment.

4 BY MR. ANGLE:

5 Q. Can I just follow up on the type rating, the type rating
6 your received?

7 A. Yes, sir.

8 Q. I guess I'm just curious, how -- was that done under
9 strictly Part 61 training and checking? In other words, they sent
10 you to SimuFlite and SimuFlite did not train the 135 curriculum.
11 In other words --

12 A. Yeah.

13 Q. -- they just sent you and you received a Part 61 type
14 rating?

15 A. Correct. Yeah, it was their own checklist.

16 Q. Okay.

17 A. It was SimuFlite's checklist and training and -- it
18 wasn't a 135 check ride.

19 Q. Okay.

20 MR. ANGLE: That's just all I had. Thank you.

21 MR. GALLO: Do you have anything else that you'd like to
22 share with us that we haven't discussed?

23 MR. WOOD: I would just say that I've worked for three
24 135 carriers and I've been to FlightSafety for the Metro, I've
25 been to SafeFlight for the Lear. I did my initial SIC at Royal

1 with the Lear. I really, honestly, from the -- my deepest heart,
2 like I really feel that their training program is safe. I would
3 not tell you that if I did not believe it. I feel that they do a
4 pretty good job of training. I think that you walk away
5 understanding the plane and the procedures. I just wanted to say
6 that on the record.

7 MR. GALLO: All right. Well, in that regard, I have one
8 more question.

9 BY MR. GALLO:

10 Q. What training do you receive regarding aeronautical
11 decision making?

12 A. Decision making in what sense? Like as far as should --
13 as far as what?

14 Q. The area under aeronautical decision making like in the
15 FAA circulars, do you cover that at all in your training?

16 A. I don't specifically remember that exact subject.

17 Q. Okay. Well, that's all I have. Thank you.

18 MR. GALLO: And let's try to print out your logbook
19 here.

20 MR. WOOD: Okay.

21 MR. GALLO: I'll just ask the IT guy to do that, so --

22 MR. WOOD: Okay.

23 MR. GALLO: All right, we're all done. Thanks.

24 (Whereupon, at 4:13 p.m. the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: JANUARY 10, 2014
 CESSNA 310R, N3829G,
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was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the interview.

Kristen Shankleton
Official Reporter

Kathleen M. Jager
Transcriber