

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: FRANKLIN LAMPI

Waterford Police Department
 5150 Civic Center Drive
 Waterford, Michigan

Thursday,
 March 13, 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. Lampi)

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I N T E R V I E W

(9:35 a.m.)

MR. GALLO: All right, Mr. Lampi, thank you for joining us today. I just want to start out with, during the interviews you're entitled to a representative, and it can be anybody of your choosing.

MR. LAMPI: Uh-huh.

MR. GALLO: And is Mr. Greenblatt the representative you want to be present --

MR. LAMPI: Yes.

MR. GALLO: -- to represent you?

INTERVIEW OF FRANKLIN LAMPI

BY MR. GALLO:

Q. All right. Can you just start out with and describe your aviation experience and background prior to coming to Royal Air?

A. How far back do you want me to go?

Q. Just a generic synopsis of --

A. Okay, I was a -- not that -- I was just trying to figure out how far I want to go back, but I'll go back right to the beginning. Army aviation, helicopter crew chief. After that, college at Embry-Riddle Aeronautical University, degree in -- bachelor, aeronautical studies. A corporate pilot all my life. Flight instructor for the first few years of my career. I've got 4,000 hours plus of dual given. Let's see, progressively improved

1 my flying skills, type ratings. Prior to coming to Royal Air I
2 was chief pilot for 17 years for a company out of Metro Detroit
3 flying a Gulfstream, and now I'm at Royal Air.

4 Q. And why did you come to Royal Air?

5 A. The boss died, the job went away.

6 Q. Oh, okay. Are you still -- you're still an active
7 flight instructor, meaning that you have --

8 A. Yes.

9 Q. -- you still train students?

10 A. No, but -- well, the last student I trained was my son.

11 Q. Okay. And do you have any experience in Cessna 310s?

12 A. Yes.

13 Q. And how much total time would you have?

14 A. I'm going to guess 500 hours.

15 Q. Have you ever instructed in a Cessna 310?

16 A. No.

17 Q. And when did you first start training at Royal Air?

18 A. I think it was around mid-October of last year, '13.

19 Q. And can you describe the training that you received?

20 A. Both ground and flight training. Ground school was in
21 the morning and generally we flew in the afternoon.

22 Q. And your current position now is?

23 A. Second-in-command on a Lear.

24 Q. Is there any plan for you to upgrade to PIC in the Lear?

25 A. Yes.

1 Q. Is that in progress right now?

2 A. Experientially I'm just trying to get familiar with the
3 airplane.

4 Q. Okay. And do you reside in the area?

5 A. Uh-huh.

6 Q. Have you --

7 A. Yes.

8 Q. What's your experience of flying out of Pontiac Airport?

9 A. A bunch. A lot. Years.

10 Q. And you did it before coming to Royal Air?

11 A. Yes. Yes.

12 Q. Regarding --

13 A. My career started in Pontiac in 1974.

14 Q. Any difficulties in flying in and out of the airport?

15 A. No.

16 Q. Anything that would be difficult in a low IFR night
17 environment on the ILS 9 approach?

18 A. No.

19 Q. Going back to your training, can you describe what was
20 covered in your ground training?

21 A. Systems were covered on the Lear, the regulations
22 pertaining to 135, in the ground school environment. And then in
23 the flight environment we did familiarization maneuvers: stalls,
24 steep turns, emergency descent, instrument approaches, single
25 engine, multi-engine. Pretty much the typical stuff of

1 familiarization with an airplane.

2 Q. And how did you learn the systems on the Learjet when
3 you came to Royal Air?

4 A. Through ground school, through the chief pilot and the
5 owner of the company.

6 Q. Okay, so both of them taught the ground school?

7 A. Well, the chief pilot sat in and the owner was the
8 primary instructor.

9 Q. Okay.

10 A. And the, I should say the chief pilot probably -- if
11 something wasn't stated in a clear manner, he threw in his two
12 cents.

13 Q. Okay, and which systems did you cover in the ground
14 training?

15 A. Fuel -- well, basically all of them: fuel, electrical,
16 hydraulic, emergencies, pressurization, anti-icing, winter
17 operations.

18 Q. Okay. And so your instructor was -- Mr. Kostich was
19 your instructor?

20 A. Yes. Uh-huh.

21 Q. And how long did you spend on aircraft ground training?

22 A. I'm going to guess probably only about 10 hours.

23 Q. Okay.

24 A. It might have been longer than that, because it was days
25 sometimes.

1 Q. Did you think that the training was easy for you because
2 you had previous experience in a variety of turbine aircraft?

3 A. Yes.

4 Q. When you applied for the job, did you apply for any
5 position that was available or was it specific to an SIC position?
6 How did that --

7 A. I actually applied for the 310 position. Yeah.

8 Q. And was the 310 position offered to you?

9 A. No.

10 Q. And do you know why it wasn't offered to you?

11 A. Yes. They thought I was overqualified for the position,
12 first of all; and second of all they -- we are ramping up to begin
13 passenger movements, and my exclusive career is just basically
14 corporate clients, so they wanted somebody that knew how to handle
15 -- work with people, and so I was brought on with the
16 understanding that I was going to be a people pilot.

17 Q. Okay. Next question came up based on that: Do you
18 think that the single pilot environment in a Cessna 310 has a
19 higher workload than a two-crewed aircraft such as a Lear or any
20 of the previous typed aircraft you've flown?

21 A. Well, that's a value question. But I think, of course,
22 if anytime you're single pilot it's going to have a higher
23 workload than a two-pilot operation. The question being is what
24 is the environment that you're flying a 310 in? If you're flying
25 into O'Hare, yeah, it's crazy, you know, but if you're flying into

1 Owensboro, Kentucky, it's -- you know, it's a moot point. You
2 have two pilots for safety and more complex systems, you're going
3 into a higher-density airport, so, yeah, I can see where you would
4 have two pilots. But overall, sure, anytime you have a three -- a
5 single pilot operation your workload's increased.

6 Q. Okay. I want to draw upon your Cessna 310 experience.
7 What is your technique for flying a ILS approach with weather
8 right at minimums at night?

9 A. What is my technique? I mean, how detailed do you want
10 me to get with this? It's basically once I'm in the radar
11 environment of talking to the approach controller and I've
12 listened to the ATIS information and you're talking about a low
13 approach, I may even talk to the tower and ask them, you know,
14 what's been happening as far as movements with the aircraft that
15 have been on the approach before me. And en route I would know
16 what the weather is at my destination airport, so if it's an
17 unfamiliar airport or Pontiac Airport I would study the approach
18 plate to determine my initial approach fix, what my transitions
19 are, my altitudes, and everything as pertains to the plate
20 relative to lights, descent altitudes, missed approach procedures,
21 and just preparing your airplane for the approach.

22 Q. Okay. And where would you begin transitioning to the
23 visual environment?

24 A. In single pilot, in a 310?

25 Q. Yes.

1 A. Well, it's kind of one of those you -- you know, at
2 night obviously you are -- or not so obviously maybe -- you may
3 see the glow of the lights getting brighter on the approach if
4 it's a minimums approach. The tower -- one of my processes is to
5 have the tower kick the lights up to high intensity so I can see
6 the, more readily see the runway. And it's kind of a jackrabbit
7 thing, you know. Take a peek out, if there's anything there that
8 -- you know, try to get a visual reference if there's not and back
9 on the gauges to the point of touchdown. I basically fly my ILS
10 with the glideslope localizer to touchdown.

11 Q. Do you prefer to use an autopilot versus hand-flying the
12 airplane?

13 A. No, I hand-fly.

14 Q. And why do you prefer to hand-fly the airplane?

15 A. I like flying.

16 Q. Do you think the autopilot would provide a higher degree
17 of precision on a --

18 A. Well, as a pilot, being an egotist here, no. But yeah,
19 sure; sure it would.

20 Q. And since we're talking about approaches, can you
21 describe your 135 SIC check ride, your initial -- what maneuvers
22 were performed?

23 A. Steep turns, 360-degree steep turns, 45-degree bank
24 angles, stalls, single engine approach, single engine missed
25 approach, multi-engine approach, non-precision approach, and I

1 believe that was it.

2 Q. Did you find the Lear difficult to fly?

3 A. No.

4 Q. How many hours of flight time did you receive in the
5 Learjet for training?

6 A. I'm going to guess somewhere between maybe 10 and 15
7 hours.

8 Q. Okay. Do you think you needed all that time?

9 A. Sure.

10 Q. And the majority of that time, how was it obtained? Was
11 it during -- between revenue flights, or was it --

12 A. No, it was strictly, you know, ground school and we go
13 out to the airplane and go fly. It was non-revenue producing. I
14 mean, I had one trip at the very end that we went on a revenue-
15 producing flight. I was the -- I flew the left seat out and then
16 we -- when it became a revenue-producing flight, the SIC that was
17 on the trip came forward and I went in the back. That was, so
18 basically a long-distance flight.

19 Q. And was a check ride done in between a revenue flight?

20 A. No.

21 Q. And for the check ride, which seat position were you in?

22 A. I think both seats actually. Left seat, I want to say
23 left seat, I think.

24 Q. And was it in an IMC environment that you did the check
25 ride?

1 A. No. Uh-uh.

2 Q. It was VMC?

3 A. Yeah.

4 Q. And did you have some kind of view-limiting device?

5 A. No.

6 Q. I have another question. Did you bring a pilot logbook?

7 A. It's on my kitchen counter. Sorry. I got involved with
8 some personal stuff just before I left and -- and it's -- I
9 haven't -- I checked; the last time I filled it out was in 1996.
10 The 17 years that I was with my prior company is all on flight
11 logs, so I just never went back to a logbook.

12 Q. So the logbook ends at 1996?

13 A. 1996, somewhere in there.

14 Q. So I have a question, if you go apply for a job and they
15 ask you for your pilot logbook, how do you show them --

16 A. Basically I copy all of my flight logs and then I just
17 shrink them.

18 Q. Okay. No, it was just a question that -- I haven't been
19 applying recently for pilot jobs --

20 A. Yeah. Well --

21 Q. -- so I just wanted to know.

22 Can you discuss what you were trained on in your
23 emergency training?

24 A. Engine failures, fire, loss of pressurization. I think
25 that's about it.

1 Q. And where was -- how was that conducted? Was that in
2 the classroom?

3 A. Uh-huh.

4 Q. Was anything done in the airplane at all?

5 MR. GREENBLATT: You have to say yes or no.

6 MR. LAMPI: Oh, yes. I'm sorry. Yes.

7 Well, it was done in the classroom. Obviously the
8 single engine work was performed -- engine failures were performed
9 both in the classroom, discussed in a classroom and in flight.

10 BY MR. GALLO:

11 Q. Going to the day-to-day operations, who do you typically
12 interact with at Royal Air?

13 A. The captain that I'm flying with.

14 Q. If you have any questions regarding procedures or policy
15 who would you talk to?

16 A. I'm kind of a chain-of-command guy, so I would talk to
17 the captain and then I'd move up the chain to the chief pilot.

18 Q. If you -- well, during your training did you have an
19 opportunity to fly with other pilots?

20 A. During my training?

21 Q. Yes.

22 A. No. The only two pilots I -- wait a minute, I take it
23 back. Well, I've flown with three guys: I've flown with Kirt
24 Kostich, the owner; the chief pilot, Ron; and the captain that I
25 was/am flying with now, John Haas.

1 Q. And did you fly with John Haas prior to getting your
2 check ride as an SIC?

3 A. No.

4 Q. Describe the CRM training that you received at the
5 company.

6 A. Well, I think it wasn't so much a direct class on CRM as
7 it was associated with emergency processes.

8 Q. Well, as a -- you've been an instructor and you've done
9 that previously. In relative terms how would you describe the
10 training at Royal Air that you received?

11 A. Adequate; satisfactory.

12 Q. And do you think it was tailored adequately for the
13 experience that you brought into the company?

14 A. Yes.

15 Q. Do you train with anybody else at the time you're
16 receiving training?

17 A. No.

18 Q. So there was --

19 A. Do you mean as associated pilots? Or what --

20 Q. For example, a class forum, so there's other pilots
21 there that have been hired to come in and are maybe being trained
22 on the same or different aircraft.

23 A. I hate to say I don't recall, but I want to say that the
24 very first class we had there was one gentleman, and I don't even
25 remember who he was, that sat in. But other than that, I think it

1 was pretty much one-on-one.

2 Q. Did you ever meet Andy Demos?

3 A. You know, I may have but I don't recall.

4 Q. And let me just go back to when you were applying for
5 work, why did you apply to Royal Air?

6 A. I didn't have a job. I mean, I still need to work.

7 Q. And how do you find working at Royal Air? What are the
8 positives and the negatives?

9 A. Well, the positive is I get a paycheck every day and I
10 get to fly. The negatives are it's on demand and I've been a
11 corporate pilot my entire life and I enjoy flying more with people
12 that I'm familiar with.

13 MR. GALLO: That's all the questions I have for right
14 now. I'll pass it off to Mr. Barry Rogers.

15 BY MR. ROGERS:

16 Q. To expand on your ground school training, on the
17 emergency training --

18 A. Uh-huh.

19 Q. -- did you do any hands-on drills with anything? In
20 other words --

21 A. No.

22 Q. -- did you cover, like, cabin fires or any stuff like
23 that?

24 A. We talked about the fire extinguishers, but we didn't
25 talk about, you know, like how you direct the nozzles at the base

1 of a fire, things like that, no.

2 Q. And you didn't discharge any fire extinguishers --

3 A. No.

4 Q. -- or anything like that?

5 A. No.

6 Q. I'm trying to remember back to my passenger days. As
7 part of the emergency training did you do any type of overwater
8 demonstrations or anything like that?

9 A. No.

10 Q. Demoing life jackets, rafts, anything like that?

11 A. No.

12 Q. Okay. I'm not familiar with the Lear so I'm trying to
13 figure out --

14 A. Pretty tiny.

15 Q. Well, you go from a 7-4, I'm trying to bring it down to
16 that small, so you know.

17 A. Yeah. Yeah. A life jacket's --

18 Q. Well, I'm going to assume --

19 A. -- a luxury, you know?

20 Q. Yeah, I'm going to assume you don't have a 70-man raft
21 to worry about.

22 A. No.

23 Q. Okay. Do you carry life jackets?

24 A. You know what? You know what -- actually no, we don't,
25 but, you know, if we had like -- I'm sure if we had Caribbean

1 travel I'm sure we would be carrying a life raft.

2 Q. Okay. So just in the general course of ground school,
3 that wasn't covered?

4 A. No.

5 MR. ROGERS: Okay. I think that's basically my
6 questions.

7 BY MR. ANGLE:

8 Q. You said you didn't have emergency drills training. Did
9 you practice going out the emergency exit during your training at
10 Royal Air?

11 A. No.

12 Q. During your flight training did you practice an ILS
13 approach --

14 A. Oh, yeah.

15 Q. -- in the Learjet?

16 A. Uh-huh.

17 Q. Did you do one to a landing?

18 A. Uh-huh.

19 Q. From an ILS?

20 A. Uh-huh.

21 COURT REPORTER: Is that a yes?

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

23 BY MR. ANGLE:

24 Q. And did you do an ILS approach to a missed --

25 A. Yes.

1 Q. -- to a missed approach procedure?

2 A. Yes.

3 Q. Okay. Were both of those items covered on the check
4 ride?

5 A. Yes.

6 Q. Okay. Are you familiar with a situation where when you
7 fly an ILS approach to minimums --

8 A. Uh-huh.

9 Q. -- and reaching minimums you only see the lead-in lights
10 but not the runway environment? Are you familiar --

11 A. Sure.

12 Q. -- with that scenario?

13 A. Sure.

14 Q. And was that situation ever discussed or trained during
15 your training at Royal Air?

16 A. I want to say it was discussed, but because all of my
17 training was done during daylight operations, it was more of a,
18 you know -- we -- I can't honestly say I recall if we discussed
19 that or not as far as the environment goes.

20 Q. Okay.

21 A. Approach environment.

22 Q. Okay. Prior to being hired at Royal Air have you ever
23 completed a Part 135 initial training with any other operator?

24 A. No.

25 Q. So your corporate Gulfstream experience, that was all

1 Part 91 --

2 A. Yes.

3 Q. -- jet flying? Okay.

4 During your training at Royal Air, your initial
5 training, would you say that there were any deficiencies in your
6 training?

7 A. No. No.

8 MR. ANGLE: Okay. That's all I have.

9 BY MR. GALLO:

10 Q. I have a couple questions. The next question just kind
11 of draws upon your experience and -- so I just want to learn from
12 it; that's the purpose of the question, and it's probably already
13 documented in an FAA advisory circulars.

14 But have you in your experience or even with students
15 flying at night or night combined with low instrument
16 meteorological conditions, have you or they inadvertently
17 descended below glideslope or MDA during an approach, and if that
18 happened, why you think -- what was the false perceptions you were
19 getting?

20 A. Okay, one -- rephrase it one more time.

21 Q. Okay. So in flying -- have you ever flown an ILS
22 approach or a non-precision approach at night, or at night in hard
23 IFR conditions and you inadvertently descended below the
24 glideslope or MDA?

25 A. Yes.

1 Q. So can you explain what led up to that?

2 A. I've got to say plain and simple distraction; you're
3 doing something else, you know, and you deviate below altitude.
4 On a non-precision approach if you're at an MDA and, you know, you
5 forgot the time on the clock or something and you, you know,
6 divert your attention and you're maybe not trimmed and you haven't
7 settled or, you know, adding power, taking power away and you
8 settle below the MDA, sure. On a DH, same thing, on a precision
9 approach -- you know, we're all human beings. We all make
10 mistakes and, you know, descending below the DH is one of them.

11 Q. Okay. And it wasn't meant as a criticism. I was just
12 trying to learn from that.

13 A. Uh-huh.

14 Q. And so how did you correct it? How did you first notice
15 that you needed to correct and what did you do, if you remember?

16 A. Well, it depends on the equipment on the airplane. You
17 know, if you have a radar altimeter or something like that,
18 obviously that light's hitting you in the eyeballs and, you know,
19 it scares the daylights out of you and you pull up. In an
20 environment where you don't have a radar altimeter, you just have
21 to trust however any professional pilot flies his approaches as to
22 what his memory mnemonics are to stay at the altitude he's
23 supposed to stay at, and that's pretty much plain and simple.

24 Q. Going back a little bit, so this is your first Part 135
25 job as a pilot?

1 A. No, actually I was a chief pilot back in the 90s for a
2 135 operation for a year. But to go back to your question, I
3 never did a -- you know, a 135 was presupposed that I was going to
4 learn it and teach it to the other pilots, so that's why I never
5 received an initial 135. But I flew 135 at the initial part of my
6 career, VFR 135 single pilot; you know, 172s, something like that.
7 And then -- but it wasn't the stickiness it is today as far as
8 back in the mid-70s. And then the 90 operation, the 91 operation
9 I was actually a check airman on the Sabreliners for 135 and -- so
10 those are my experiences.

11 Q. All right. And during your training did you perform an
12 aborted takeoff in a Learjet at Royal Air?

13 A. I want to say yes, but I don't recall.

14 Q. Okay. Do you recall at Royal Air in your initial
15 training did you do a V1 cut --

16 A. Yes.

17 Q. -- with continue takeoff?

18 A. Yes.

19 Q. And which seat position were you in when you did that?

20 A. Actually, most of my training was left seat.

21 Q. Now as far as getting called in for a flight, how are
22 you paired with a captain?

23 A. Well, like I said, this gentleman, John Haas, is -- we
24 are the two people pilots, so we're basically the crew.

25 Q. So you had some 135 experience, but when you came here

1 what was covered as far as op specs in the ops manual and how was
2 that covered in your ground training?

3 A. Well, I guess it was the duty times as far as what we
4 can do for flying, our duty hours and filling out timesheets.

5 Q. Do you have any limitations as far as approach minimums?

6 A. I had limitations up until the time that I got 100 hours
7 in the airplane. I have about 200 hours now.

8 MR. GALLO: Thank you. That's all the question I have.

9 MR. ANGLE: Nothing further, thank you.

10 MR. ROGERS: Thank you.

11 MR. GALLO: All right, I have one more question.

12 MR. LAMPI: Yes.

13 BY MR. GALLO:

14 Q. Do you have anything that you'd like to add that we
15 didn't cover?

16 A. No. You know, and just in the realm of safety, you
17 know, I can see that, you know, we want to find out what causes
18 these problems and accidents and, you know, I think it's good that
19 we check things out and if there's a better way to make the wheel
20 go round, that's good, but I don't think, you know, we should
21 minimize the fact that somebody lost his life here and, you know,
22 we should try to figure out why, and it's all good.

23 Q. And that raises one additional question. I'm sorry.
24 During your training, your initial training at Royal Air, were the
25 previous Royal Air accidents discussed with you?

1 A. No. I didn't even know they had any accidents. Well, I
2 take it back. I knew they had accidents in the past, but no, it
3 was never discussed.

4 MR. GALLO: Okay. All right, that's all I have then.
5 Thank you for your time.

6 MR. LAMPI: Okay, thank you.

7 MR. ROGERS: Thanks.

8 MR. ANGLE: Thanks.

9 (Whereupon, at 10:05 a.m., the interview was concluded).
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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,
 ROYAL AIR FLIGHT 907
 PONTIAC, MICHIGAN
 Interview of Franklin Lampi

DOCKET NUMBER: CEN14FA110

PLACE: Waterford, Michigan

DATE: March 13, 2014

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