

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,

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* Docket No.: CEN14FA110

ROYAL AIR FLIGHT 907

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PONTIAC, MICHIGAN

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Interview of: MICHAEL HAGLER

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. Hagler)

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I N T E R V I E W

(10:45 a.m.)

MR. GALLO: Okay, why don't we start.

Mr. Hagler, thank you for joining us today. What I asked everybody else is that you're entitled to have somebody represent you, it can be anybody that you choose, it's your free choice. And you want Mr. Greenblatt to represent you during the interview?

MR. HAGLER: Yes.

MR. GALLO: Okay, thank you.

INTERVIEW OF MICHAEL HAGLER

BY MR. GALLO:

Q. Can you just briefly state your flying experience and your aviation experience prior to coming to Royal Air?

MR. HAGLER: First, I'd like to know what Mr. Rogers and Mr. Angle are here? My subpoena states that the NTSB is -- my interview is due to -- go to the NTSB, not the FAA.

MR. GALLO: Right. The FAA is a party to the investigation and they're here to assist me in these investigation -- they're -- it's not regulatory; it's for safety purposes.

MR. HAGLER: But that's not on the subpoena.

MR. GALLO: Well, they're here as part of the interview.

MR. HAGLER: But it doesn't say that. It says that I'm to submit an interview to you.

MR. GALLO: Okay, well, let me get our general counsel

1 then and --

2 MR. HAGLER: All's I have -- if they would like to be
3 here, I would request immunity from anything that's said or
4 presented.

5 MR. GALLO: That's -- this is, again, it's not
6 regulatory. The information here is used just for the
7 investigation itself.

8 MR. HAGLER: Okay, well, is it on record that they
9 acknowledge that anything that is said or accepted, I am immune
10 from regulatory action?

11 MR. ANGLE: Yes.

12 MR. ROGERS: Yes.

13 MR. HAGLER: Okay.

14 MR. ANGLE: That's the law anyway.

15 MR. HAGLER: That's all I wanted out of that.

16 MR. GALLO: Okay, no problem.

17 BY MR. GALLO:

18 Q. All right, so if you'd go back and start -- when you --
19 prior to being hired by Royal Air, what was your aviation
20 experience and hours and previous jobs you held?

21 A. Previous jobs I held? I held numerous ground positions
22 and I flight instructed on a part-time basis briefly. I flew
23 traffic patrol briefly, and that's pretty much it.

24 Q. Okay. And what was the last check ride that you
25 received at Royal Air?

1 A. I received a check ride in the Kingair, was my last
2 check ride.

3 Q. And do you also fly the 310 at all?

4 A. Yes, I do.

5 Q. All right. And can you discuss the training that you
6 received in order to fly that 310 from Royal Air?

7 A. As my initial training?

8 Q. Yes.

9 A. No, I do not recall.

10 Q. Okay.

11 A. That was 8 years ago.

12 Q. When was the last check ride that you received on the
13 310?

14 A. That was last March.

15 Q. And do you remember the training that was involved for
16 that?

17 A. Just a little bit of ground and some flight. I don't
18 recall the specifics; that was a year ago.

19 Q. Okay. Do you remember who your instructor was?

20 A. Ron.

21 Q. And do you remember the maneuvers you performed for that
22 check ride?

23 A. No, I don't remember specifically.

24 Q. Okay. Did you bring a pilot logbook today?

25 A. I brought logs. I did not bring a logbook.

1 Q. Okay. And the logs, are they company logs or are they
2 your personal logs?

3 A. They're my logs.

4 Q. All right.

5 A. It's really more my financial keeping for -- so I get my
6 paycheck right.

7 Q. Okay. Do you have flight times listed on those logs?

8 A. Yeah, it's there.

9 MR. GALLO: And can I take a look at those and make a
10 copy of them? Thank you.

11 I'll pass the questions off to Mr. Barry Rogers.

12 BY MR. ROGERS:

13 Q. So when you did your 310 check ride -- the last check
14 ride you had was in a 310 or the Kingair?

15 A. Kingair was my last check ride.

16 Q. Okay, and prior to that was in a 310?

17 A. Prior to that was in the Bandeirante.

18 Q. Okay, so how long ago was the 310 check ride?

19 A. A year.

20 Q. Okay. And you said there was some recurrent ground
21 school prior to that check ride, or there wasn't?

22 A. There was.

23 Q. And do you remember what was the topics discussed at
24 that time?

25 A. No, I just -- I don't remember.

1 Q. Was it a 1 day, 3 day, 5 day?

2 A. It was maybe only one day, but sometimes they hit you
3 here and there when they can.

4 Q. Okay. You don't remember any of the subjects or
5 anything on the 310? How much time do you have in a 310? That's
6 a better way for me to go.

7 A. Oh, probably -- I don't know exactly -- maybe 4,000
8 hours, 4- or 5,000 hours.

9 Q. Okay. How would you describe a typical minimums
10 approach to 9-Right in that 310? How do you set it up, what are
11 you looking at, what are your parameters?

12 A. I put in the frequency, I put in the heading, I set the
13 minimum descent altitude, decision height, and I fly the approach.

14 Q. And did you fly the accident airplane, I assume?

15 A. Yes.

16 Q. How did it fly? Pretty good?

17 A. That was the best airplane that I've ever flown, ever.

18 Q. Okay.

19 A. I -- that's no joke. That was a beautiful airplane.

20 Q. Did it have an autopilot system?

21 A. Yes.

22 Q. How did it function?

23 A. Perfect.

24 Q. Someone had asked earlier is there a flight director
25 system on that plane; do you remember?

1 A. There is not.

2 Q. There is not. So it's just an autopilot, but it would
3 couple to the ILS?

4 A. It -- no. It would couple only to the NAV.

5 Q. Only to the localizer?

6 A. Correct.

7 Q. Okay. I'm trying to think of what I can ask you that'd
8 be relative to Andy Demos. Well, did you ever meet Andy?

9 A. Yes. Just once.

10 Q. Just once. Did you have any interaction with him as far
11 as --

12 A. Nope.

13 Q. Don't know anything about his background, or --

14 A. Uh-uh.

15 MR. GREENBLATT: Just, for the record, you have to make
16 the responses oral, yes or no.

17 MR. HAGLER: No, I don't -- I didn't have any
18 interactions with him.

19 BY MR. ROGERS:

20 Q. Okay. So at the time you flew the airplane it was a
21 pretty good airplane?

22 A. Correct. Not just pretty good; it was an excellent
23 airplane.

24 Q. Had they changed any electronics between that time? So
25 I'm trying to figure out if there was something different with the

1 airplane that you remember.

2 A. Nope, it was the way we bought it.

3 MR. ROGERS: Okay, that's about all I can think of.

4 BY MR. ANGLE:

5 Q. During your -- I know you said it's been a while, but
6 during your flight training for the Cessna 310 at Royal Air, do
7 you recall if they trained you on actual flying of an ILS
8 approach?

9 A. Yes. It's part of our check ride.

10 Q. Okay. And do you recall if you performed an ILS both to
11 a missed and to a landing from that?

12 A. Yes.

13 Q. Okay. And that was also evaluated on the check ride?

14 A. Yes.

15 Q. Do you --

16 A. Actually I do have to say I don't recall if the last one
17 was to a landing, because it depends on which way they're landing
18 at Pontiac. We might have been on a back course to a landing.

19 Q. Understood. Okay.

20 Do you recall if you were trained on a situation where
21 you fly an ILS approach and the weather is such that upon reaching
22 decision altitude you see nothing else but the lead-in lights, or
23 the quote/unquote, "rabbits," the sequencing flashers? Were you
24 ever trained or did that come up in your training at Royal Air?

25 A. I don't know if I'd specifically say it like that.

1 Q. How would you say it?

2 A. They might state runway environment in sight.

3 Q. Okay. So you did discuss parameters by which you could
4 descend below decision altitude?

5 A. Correct.

6 Q. Okay. During the course of your training at Royal Air
7 would you say that there were any deficiencies in the flight or
8 ground training that you've ever received?

9 A. As far as?

10 Q. Were there things that you would say should have been
11 trained that weren't?

12 A. No.

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

14 MR. HAGLER: Okay.

15 MR. GALLO: Barry, do you have any additional questions?

16 MR. ROGERS: No additional questions.

17 BY MR. GALLO:

18 Q. In the 310, what power settings do you use for cruise
19 flight?

20 A. It varies.

21 Q. Is there a certain airspeed you target during cruise?

22 A. Nope.

23 Q. What's the typical airspeed you fly at during cruise
24 flight?

25 A. It varies.

1 Q. Are you in the green arc or are you flying a yellow arc?

2 A. There is no yellow arc.

3 Q. Okay. Do you go -- fly above the green arc?

4 A. In cruise?

5 Q. Yes.

6 A. No.

7 Q. Okay. And you said the accident 310 was an excellent
8 airplane. What made it excellent as opposed to the other 310s in
9 the fleet?

10 A. It was just a beautiful flying airplane. Handled
11 beautifully, everything functioned together beautifully; it was
12 the perfect 310.

13 Q. Do you fly any other aircraft at Royal Air, you know,
14 multi-person, multi-crew cockpit?

15 A. Yes.

16 Q. And which aircraft are those?

17 A. The Embraer Bandeirante.

18 Q. Do you find flying a 310 as single pilot gives you
19 additional workload as opposed to a two-crewed airplane?

20 A. No.

21 MR. GALLO: Any other questions?

22 MR. ROGERS: No.

23 MR. ANGLE: No.

24 BY MR. GALLO:

25 Q. I have two more. What are some of the positive and

1 negatives of working at Royal Air?

2 A. What relevance does that have to this?

3 Q. It's a question that I was curious about as far as the
4 environment that you're working in.

5 A. Okay, can we go more than beyond curiosity?

6 Q. Well, I would like to know what the environment is, so
7 let me rephrase the question. What is it like to work -- what is
8 the corporate culture like at Royal Air?

9 A. I have no idea what the corporate culture is like; I
10 just drive the plane.

11 Q. Okay. Do you have anything else you'd like to add that
12 we haven't discussed?

13 A. No.

14 MR. GALLO: All right, well, that's all the questions I
15 have unless Barry has anything?

16 MR. ANGLE: No.

17 MR. ROGERS: No.

18 MR. GALLO: All right, thank you. We're all done.

19 (Whereupon, at 10:58 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,
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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