

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

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PONTIAC, MICHIGAN

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Interview of: TODD BECK

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. Beck)

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I N T E R V I E W

(3:11 p.m.)

MR. GALLO: Thank you, Mr. Beck, for joining us. My name is Mitchell Gallo. I'm from the NTSB.

And I just want to start out with during these interviews you could have anybody represent you. It's your choice, solely up to you. And is this -- do you want to use this counsel for your representative?

MR. BECK: Yes.

MR. GALLO: All right. Thank you.

MR. GREENBLATT: Not that there's anything wrong with me.

MR. BECK: No.

MR. GALLO: Yeah.

INTERVIEW OF TODD BECK

BY MR. GALLO:

Q. Can you start, go over your flight experience and when you were hired by Royal Air?

A. Well, what do you want flight experience first? Like what's my background?

Q. Yeah, aviation background, flight experience, and --

A. Well, I've been flying since I was 16 years of age. I've been flying with the company now for 5 years on a Falcon 50, full time. I got -- recently was trained, tail end of last year, for Royal Air, just to fill in as a part-time pilot for them.

1 Q. And so you're part-time at Royal Air now?

2 A. That is correct, just in the Falcon 20.

3 Q. And what position in the 20? SIC or --

4 A. SIC.

5 Q. And do you work somewhere else as a pilot?

6 A. Yes, I do.

7 Q. And where is that?

8 A. Titan International.

9 Q. And what kind of flying do you do there?

10 A. It's Part 91. It's all corporate.

11 Q. And what kind of airplanes do you fly?

12 A. Falcon 50.

13 Q. Okay. And when you applied to Royal Air, who did you

14 interview with?

15 A. I interviewed with Kirt and Ron.

16 Q. And how long did that interview process last?

17 A. Oh, roughly a couple days.

18 Q. Okay. Did you fly during the interview?

19 A. Not during the interview, no.

20 Q. Okay. When did you first meet Mr. Andy Demos?

21 A. That would have been somewhere in the tail end, again

22 like November/December. I don't know exactly when. He just came

23 along on one of the trips with us, with Ron and I in a 20.

24 Q. And was that -- I think that trip was around December

25 4th?

1 A. It could be. Yeah, I don't have a specific date for it.

2 Q. And did anybody else come along on that trip?

3 A. No. It was just Andy, Ron, and myself.

4 Q. Okay. And did you talk to Mr. Andy Demos during the
5 trip at all?

6 A. Just vaguely, just where he was from. He was new to the
7 area and knew that he was getting looked at for the 310 position,
8 and Ron and I were just going up and taking up -- going to grab
9 some freight and he was just flying in the jumpseat.

10 Q. Okay. Did he fly the airplane at all during that
11 flight?

12 A. No.

13 Q. So the whole time he was in the jumpseat?

14 A. To the best of my -- I know there was one trip that we
15 have flown maybe a couple, two or three trips together. There was
16 one trip there where he and Ron flew, and Ron was in the left seat
17 and Andy was in the right and he just gave him some time in a jet.
18 He hadn't flown much jet time, so --

19 Q. And what did they talk about during the flight?

20 A. Oh, they were talking mainly aircraft systems, what was
21 -- you know, how to really fly a high performance jet, power
22 settings, ITTs, and just general aircraft basic questions.

23 Q. Do you have a pilot logbook?

24 A. I do.

25 Q. Did you bring it with you?

1 A. I did.

2 Q. Okay. Can you describe your training for your SIC
3 position in the Falcon 20?

4 A. We went out and did various airwork maneuvers out in the
5 Flint area, and then shot several approaches, two-engine, single
6 engine, went through some emergency procedures, did a single
7 engine to land; just kind of basic stuff that we -- you do for
8 most of your check rides or any training program.

9 Q. And in your ground school training, how was that
10 conducted?

11 A. We did it in a classroom there. We went over systems,
12 all the systems on the airplane and spent -- oh, geez, I would say
13 we were probably there 2, 3 days, 4 days over a period of time.

14 Q. Were there any other pilots with you being trained at
15 the same time?

16 A. There was one other gentleman who was I think getting
17 into the 20 program, but he was just in the classroom. I didn't
18 see him again.

19 Q. And what did you think of Mr. Demos when you talked to
20 him?

21 A. He seemed to be a nice kid. I mean, like I said, I
22 don't -- we didn't really talk a whole lot. Nice enough
23 gentleman. I know he was coming -- I think he came out of Alaska
24 or something flying up there. I don't exactly know what all his
25 background was, but he was excited to get started flying.

1 Q. In your ground training, what materials did you use?

2 What manuals did you have?

3 A. Oh, we had the Falcon 20. They had some flight safety
4 manuals there, maintenance manuals, performance manuals,
5 checklists.

6 Q. And who was your instructor on that?

7 A. Ron was conducting the class.

8 Q. Okay. Do you have your pilot logbook we could take a
9 look at and copy?

10 A. Sure.

11 MR. GALLO: And after he gives me the logbook, I'll pass
12 the questions on to -- or have somebody ask questions.

13 MR. GREENBLATT: The logbook will be returned at the end
14 of our meeting today?

15 MR. GALLO: It'll be returned in about 5 minutes.

16 (Logbook given to Mr. Gallo.)

17 MR. GALLO: Okay. Thank you.

18 You guys have any questions?

19 MR. ROGERS: Sure.

20 BY MR. ROGERS:

21 Q. You said you did SIC training with Ron?

22 A. Ron, yup.

23 Q. And that took, what, 3, 4 days?

24 A. Well, the ground school itself we did 3 or 4 days' worth
25 and then we went out and flew the -- we flew one day, did majority

1 of the approaches and the airwork maneuvers, and then we also did
2 some training while we were -- did the couple, two, three trips
3 together.

4 Q. Can you describe what a typical ground school day
5 consisted of?

6 A. Oh, you mean time-wise or what was --

7 Q. Yeah, time and what would --

8 A. Oh, we would start around 8, 9 o'clock in the morning
9 and run until about 3 in the afternoon. We'd go over hydraulics,
10 fuel, and electrical, just like any other airplane you're ever
11 getting to know.

12 Q. Now was any of that time period, you know, self-study?
13 In other words, you had, you know, materials given to you --

14 A. Um-hum, yup.

15 Q. And during those time periods what would Ron or -- Ron
16 be doing, do you know?

17 A. What would I -- what would Ron be doing?

18 Q. What would Ron be doing? You know, he's overseeing your
19 instruction. I'm just trying to figure out --

20 A. Well, he would run the ground schools. Anything that
21 was self-study would be done by myself.

22 Q. Okay. So that was done at Royal or at home?

23 A. At home. Or at my office, on the road on my other job.

24 Q. Okay. Could you describe what, you know, what your
25 check ride was like from Royal, you know, your SIC check ride?

1 A. How -- I guess you have to rephrase that, how it was. I
2 mean --

3 Q. I mean what did you do to accomplish it?

4 A. Well, to the best of my recollection, we went out, we
5 started out of Pontiac, we flew out of there normal takeoff. We
6 went out to the east/northeast of Pontiac, did steep turns, did a
7 stall series, unusual attitude recoveries, and then we did various
8 ILS or VOR -- I can't even remember whether we might have done a
9 GPS approach into Flint. And we did one with a -- did one single
10 engine to a miss, single engine to land, and then coming out of
11 Flint we did a -- just after V1 did a simulated V1 cut. Came back
12 to Pontiac, shot the back course, and that was about it.

13 Q. So were -- during this simulated instrument time, what
14 do you use for a device for -- to give you simulated instrument?

15 A. I've been doing this long enough I just look at the
16 instrument panel. We don't really --

17 Q. You didn't have a hood or anything like that?

18 A. Uh-uh.

19 COURT REPORTER: Is that a no?

20 MR. BECK: That's a no.

21 COURT REPORTER: Thank you.

22 MR. ROGERS: If I catch it, I'll tell you too. Yes or
23 no, you got to say it.

24 MR. GREENBLATT: You don't want to get electrocuted.

25 MR. BECK: I guess not. That was my warning, wasn't it?

1 MR. ROGERS: Yeah, the one and only.

2 MR. BECK: Next one's going to cost me.

3 BY MR. ROGERS:

4 Q. So how much time do you -- you know, is devoted to Royal
5 versus your primary job?

6 A. Oh, I fly with Royal maybe once or twice a month; where
7 I fly for our company the rest of the time.

8 Q. And they're based out of Pontiac also?

9 A. That is correct.

10 MR. ROGERS: Nothing more I can think of.

11 BY MR. ANGLE:

12 Q. Mr. Beck, when you -- in your interaction with
13 Mr. Demos, was there anything that might have given you concern
14 about his piloting ability?

15 A. No.

16 Q. Okay.

17 A. No. I mean, like I said, I mean, the kid was going for
18 a 310 ride and he was getting some time in a jet for the first
19 time in his life, so he was just excited to be doing some flying.
20 But I -- but the times that he was flying, I thought he did a
21 great job.

22 Q. During your flight training in the Falcon -- that's the
23 only airplane you fly for Royal Air?

24 A. That is correct.

25 Q. During your flight training, did Royal Air train you in

1 recognition of a necessity for a missed approach?

2 A. Yes.

3 Q. Okay. And during your check ride at Royal Air, were you
4 checked on an ILS approach and an ILS approach to a missed --

5 A. Yes.

6 Q. Okay.

7 COURT REPORTER: Did you say yes?

8 MR. BECK: Yes, I did. That was covered up; I did
9 answer. Don't push that button.

10 BY MR. ANGLE:

11 Q. And have you had instances where you were not able to
12 get back into -- have you ever had a trip where you were not able
13 to land at Pontiac at the conclusion of a trip?

14 A. Yes.

15 Q. You had to divert?

16 A. (No verbal response.)

17 Q. Could you describe what you did during those situations;
18 so, for example, if when you're coming back to Pontiac, that's the
19 intended destination --

20 A. Um-hum.

21 Q. -- and the weather doesn't permit it, what you did, what
22 procedures you went through?

23 A. Well, we actually -- we never ever got a chance to --
24 the times when we've gone -- the two times that we've diverted was
25 because they were plowing the runways at Pontiac so we just went

1 to Flint.

2 Q. Okay.

3 A. And both times we didn't have anybody on board so it
4 wasn't an inconvenience, so we just leave it in Flint and then
5 come back and grab it the next day.

6 Q. Gotcha. Okay.

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

8 MR. GALLO: I have some questions.

9 BY MR. GALLO:

10 Q. Have you flown the ILS 9 approach into Pontiac?

11 A. Yep.

12 Q. Any difficulties with it or?

13 A. No.

14 Q. Anything regarding terrain or lighting that would make
15 that approach difficult?

16 A. No.

17 Q. Do you have any flight time in the Cessna 310?

18 A. No.

19 Q. Looking at your logbook, I don't see any entries for a
20 Falcon 20, but there's some entries for the 50 there.

21 A. I just -- this is just basically my professional -- I
22 don't have any real records. I just leave those at Royal. I
23 don't factor them into my total flight times.

24 Q. Okay.

25 A. It's on file with their company.

1 Q. All right. In the Falcon 20, when you're flying at
2 Royal Air, what are the mandatory call-outs that you're trained to
3 use for an approach?

4 A. We'll, give them a 1,000-foot, 500-foot, and the 100-
5 foot increments from there. We'll give airspeed calls; deviations
6 below a ref speed will be brought to your attention continuously.

7 Q. If you want to cancel a flight and take vacation, who do
8 you contact?

9 A. If I want to cancel a flight --

10 Q. Right.

11 A. For Royal?

12 Q. Right, if you --

13 A. I've never had that instance ever occur.

14 Q. Okay. Who would you --

15 A. That's the beauty of being part-time; I only take the
16 ones I can make.

17 Q. Who would you talk to if you're sick or you want to take
18 a vacation?

19 A. I would call Kirt. Kirt or Ron.

20 Q. As an SIC, do you obtain weather or does the PIC obtain
21 weather?

22 A. PIC. Then he'll brief.

23 Q. Is this your first Part 135 cargo job as a pilot?

24 A. Cargo, yes.

25 Q. Any difficulties flying with a -- any difficulties with

1 the schedule and sleep and fatigue?

2 A. No. Again, because I'm part-time, it doesn't really
3 factor in.

4 MR. GALLO: All right, that's all the questions I have.

5 BY MR. ROGERS:

6 Q. Could you kind of describe what your duties are at
7 Royal? I mean, what is expected of you on a normal trip?

8 A. Well, they would -- we would come in and normally I
9 would for myself get a -- make sure I've got coffee on board, and
10 then basically we -- the trips that I have flown, we've gone out
11 empty so there's no freight loading at home. We usually will stop
12 wherever our destination was and pick up our freight and then
13 deliver it. We would both do preflight and make sure fuel loads,
14 make sure the airplane's airworthy and away we go.

15 Q. Who determines what the fuel load is?

16 A. Usually the PIC because he'll get a load manifest of
17 what we're going to be picking up.

18 Q. And when you pick up the freight, who does the weight
19 and balance?

20 A. Oh, the captain does.

21 Q. Okay.

22 MR. ROGERS: I think that answers my questions.

23 MR. GALLO: I have two more.

24 BY MR. GALLO:

25 Q. Any negatives about the job?

1 A. Nope.

2 Q. What are the positives?

3 A. I get paid extra money; I can pick and choose when I
4 fly, and boxes don't grade my landings.

5 MR. GALLO: Okay. Well, that's all the questions I
6 have.

7 All right, we're all done. Thank you.

8 (Whereupon, at 3:21 p.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 Todd Beck

DOCKET NUMBER: CEN14FA110

PLACE: Waterford, Michigan

DATE: March 12, 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

Kathleen M. Jager
Transcriber