

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

JANUARY 10, 2014

CESSNA 310R, N3829G,

ROYAL AIR FLIGHT 907

PONTIAC, MICHIGAN

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Interview of: WILLIAM McCAVEY

Waterford Police Department
5150 Civic Center Dr.,
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

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DEAN G. GREENBLATT, ESQ.
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(Representative on behalf of Mr. McCavey)

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I N T E R V I E W

(1:07 p.m.)

MR. GALLO: All right, Mr. McCavey, I thank you for joining us today.

MR. McCAVEY: Sure.

MR. GALLO: I'd like just to start out with during the interview you have a right to have somebody represent you.

MR. McCAVEY: Sure.

MR. GALLO: And it's of your choice. It could be anybody. And is Mr. Greenblatt the person you want representing you?

MR. McCAVEY: Yes. Yeah, um-hum.

MR. GALLO: Okay. Thank you.

MR. McCAVEY: Certainly.

INTERVIEW OF WILLIAM McCAVEY

BY MR. GALLO:

Q. Let me start out with, if you could tell us when you were first hired and describe your piloting and experience and background?

A. Sure. Well, I'm relatively new with the company. I started in July doing training. I think August was my check ride or late July. And I've flown 135 and 121 for a couple of decades. The -- my first 310 experience was in the early '90s with SmithKline Beecham Clinical Labs. They had a fleet of 310s in Reading, Pennsylvania and Atlanta, Georgia -- or Lawrenceville,

1 Georgia so I flew for 3 years with them. I accumulated about --
2 it was Monday through Friday job.

3 Am I talking too fast?

4 COURT REPORTER: No.

5 MR. McCAVEY: No?

6 Monday through Friday job, so I accumulated about 3,000
7 hours in the 310. All they had was R models and one Q, so it's
8 very comparable to what the company has here.

9 And before that I flew for the State of Georgia. I flew
10 there 3 years. And then after that, I went to American Eagle
11 Airlines; flew there a year, flew ATRs there. And then after
12 that, I flew for a corporate operator, 421s. And then I flew -- I
13 got a first 135 jet job. I was flying Citations for a 135
14 operator, did that for a year. Then I went to CitationShares,
15 which was a fractional. And did that for 10 years, flew Citation
16 jets, and got furloughed there during my divorce in 2010. Then I
17 went to fly for ASA Airlines, flew CRJs there for a year. And
18 then did some contract work, moved back here after the divorce,
19 and started flying for these guys in 2013.

20 I've got around 11,000 hours, four type ratings,
21 somewhere over 3,000 hours in the 310s.

22 BY MR. GALLO:

23 Q. So why did you come to work at Royal Air?

24 A. They're the ones that hired me without a big long drawn
25 out contract and, you know, this is where I grew up, so I got a

1 lot of roots here in Oakland County.

2 Q. And in your previous, let's say, 135 and 121 flight
3 experience, did you ever serve as a 135 or 121 instructor or check
4 airman?

5 A. I was a -- no, 91K -- Citation Air was 91, 91K, and 135.
6 And under 91 and 91K, they had what they called a standards
7 captain. I did that for a year. But it wasn't a 135 check
8 airman, no.

9 Q. And forgive me because I don't know what a standards
10 captain does, but can you tell me what --

11 A. The same thing as a check airman, except it's not a
12 legally required position under 91 or 91K. The company was just
13 trying to enforce standards and CRM and, you know, things like how
14 you tie your tie, what kind of suit you wore, made sure you were
15 in doing the -- every -- it was a real full service kind of
16 thing for executives and rock stars and kings and stuff, so
17 everything was very much tweaked.

18 Q. Going to Mr. Andy Demos, you flew with him back on
19 December 10th for -- in November-2643-Delta. Can you kind of talk
20 about what you thought of Mr. Demos and his flying skills and what
21 transpired on that flight?

22 A. Yeah. Well, you know, they told me I had a ride-along
23 on the trip when they called me for the trip, and that just means
24 an observation pilot pretty much, in my understanding. And Andy,
25 I knew, was a new hire because I met him earlier and he had

1 related to me his flying experience up in Alaska. He was a Embry-
2 Riddle graduate. He flew mostly Piper products so there were some
3 differences, and I was -- you know, told him some of the local
4 procedures and things.

5 I think I related to him, you know, the weather at
6 Pontiac is almost always worse than forecast for whatever reason.
7 They always blow the forecasts, especially late at night. And I
8 told him what I do for coming in -- back into the zone. If the
9 weather's bad, I use the arrival because it's got all the local
10 airport's ATISes on them, and I monitor various ATISes so I know I
11 have a, you know, an alternative plan of action before I get on
12 the approach.

13 And, you know, some things -- we talked about icing a
14 lot because he -- in Alaska it's very serious, and issues where
15 I've encountered it mostly down by the Appalachians and things
16 like that. But as far as his flying and his experience and his
17 knowledge, when we did talk, that he seemed sharp.

18 You know, 310's kind of an odd bird from a standpoint as
19 it's one of the only airplanes I've ever flown that when you
20 flare, it's got such a long snout it kind of blocks your view.
21 Most airplanes, they curve the nose down so you have good
22 visibility. But other than that -- and the fuel system, you know,
23 we discussed that, the vagaries. And I recommended to him he use
24 the ADF for the transponder timer when he's going to fuel, you
25 know, doing fuel management, to keep track of it till he gets used

1 to the fuel system because the Pipers, I believe, were just on and
2 off. He didn't have to transfer fuel back and forth between tanks
3 and keep track of it and so forth like that so you're not pumping
4 fuel you have overboard and you're not exhausting fuel from a tank
5 you think has fuel in it. So we talked about that.

6 And, I don't know, 43-Delta -- I believe 43-Delta has
7 one of the electric and the cell tank. Some of them we have have
8 six fuel tanks, two electric pumps and then the cell tanks that
9 pump out to the main, so you have to empty part of the mains. And
10 we reviewed that, you know. And the pumping rate we determined
11 after looking in the book because I couldn't answer his question:
12 if they kept up with the engine burn so if you accidentally ran a
13 main dry could you flip on the in the cells -- you'd really have
14 to be sleeping, but -- and would they keep up with the engine fuel
15 consumption rate? And we determined that they would and exceeded
16 it quite a bit, and things like that.

17 His flying seemed good. I let him fly everything. I
18 think we only had three legs. I think we had one going through
19 Madison, which at some point in his career he was actually based
20 there. I think he was from that part of world originally before
21 he went to Alaska; Madison, Wisconsin. Other than that, he seemed
22 very knowledgeable, affable, very together guy, and his flying was
23 fine.

24 Q. In your opinion, did you find that he was impulsive or
25 was he open to suggestion?

1 A. Yeah. Yeah, I mean he seemed -- you know, we discussed
2 -- he was very inquisitive as to, you know, hey, what's the, you
3 know, the company way of doing the paperwork; you know, who do I
4 call, when -- you know, just routine things as far as processing
5 the freight paperwork. And I told him what I knew about the lower
6 48 state because he didn't fly much -- we do a lot of flying into
7 the south and over Ashville, Tri-Cities, that part of the
8 Appalachians. The MEAs and MORAs, the off route altitudes get up
9 in 8-, 9,000 feet. So in a 310 without pressurization and without
10 oxygen, if you've got ice to deal with, you better know which way
11 to go, you know, so -- because you can't go down to get out of the
12 icing and you can't often go up, so those types of things.

13 MR. GREENBLATT: I'm sorry; just because I'm not sure
14 that we're on the same page, you asked if Mr. McCavey thought that
15 Andy was impulsive or suggestible and I think that maybe his --

16 MR. McCAVEY: I got off topic?

17 MR. GREENBLATT: -- his response was not -- his
18 interpretation of what impulsive, might be different than what
19 your understanding of impulsive is. Maybe you can just say what
20 you --

21 MR. McCAVEY: I mean, no, he seemed very together and
22 responsible and normal.

23 MR. GREENBLATT: I want to be fair to Mr. Demos.

24 MR. GALLO: All right.

25 MR. McCAVEY: Yeah.

1 BY MR. GALLO:

2 Q. And you talked about fuel burn. On that flight, I guess
3 for each of the legs, do you recall which legs went where on that
4 flight? I think --

5 A. I think -- the only one I recall was we had Madison,
6 Wisconsin, I think.

7 Q. It was like PTK to YHM to YIP to MSN and back to
8 Pontiac.

9 A. Yeah, MSN is Madison; that's the only one I recall.

10 Q. So what -- do you remember what your cruise speed,
11 indicated cruise speed was?

12 A. Oh, boy. Geez, no. I don't remember that stuff.

13 Q. Okay.

14 A. We do so much flying.

15 Q. Was it -- do you fly in a green arc or yellow arc or --

16 A. Well, we normally -- unless there's something else going
17 on, 23 squared; 23 inches of manifold and 2300 RPM. And some of
18 the airplanes, the older the motor, the higher the fuel
19 consumption sometimes. Sometimes the younger the motor the higher
20 the fuel consumption if they didn't rig the bearings just right or
21 whatever, I think. But usually it's around 30 gallons an hour;
22 sometimes it's 34 gallons an hour on some airplanes so that you
23 don't over temp the exhaust gas temperatures, but that's kind of
24 the range that I calculate for normal burns.

25 Q. And 23 squared, what does that typically give you as far

1 as an indicated speed?

2 A. Somewhere between 100 -- well, indicated, it depends on
3 your altitude, but usually the true airspeed is around 100 to --
4 180 to 185.

5 Q. Okay. So is that in the yellow arc then --

6 A. No.

7 Q. -- or is it the green? Green arc?

8 A. Yeah, yeah. Yeah, that's well below maximum rate at
9 cruise power. I think the 520s now are rated to -- you can run
10 them full -- wide-open continuously. You can go full throttle and
11 2700 RPM continuously and the manufacturer approves that. But we
12 don't do it for wear and tear.

13 Q. Did Mr. Demos talk to you about any future jobs he was
14 interested in?

15 A. No.

16 Q. And I forget, did you mention when you were -- when you
17 started working at Royal Air?

18 A. July, we started training.

19 Q. Okay.

20 A. Yup.

21 Q. And what did you -- what was your first aircraft that
22 you trained on at Royal Air?

23 A. A 310.

24 Q. Okay.

25 A. I think.

1 Q. Okay.

2 A. I flew the Lear and the Falcon too, just as orientation
3 flights. I do SIC service in the Lear 35 also.

4 Q. Okay. And as far as your training in the 310, what did
5 that involve?

6 A. Well, we had several ground schools with Ron. I had --
7 he gave me the book. I had some old materials from my SmithKline
8 days and he had some training sheets that we reviewed. But as far
9 as specifics, I don't recall. I know we had several instances
10 where we sat down and talked, and then we went through the things
11 in the airplane. We did kind of what I would call a cockpit
12 procedures thing where we sit in the airplane and reviewed
13 everything. He talked about the differences between some of their
14 fuel systems with the electric tanks and so forth.

15 You know, there's really -- the 310's such an old bird
16 that there's not much new on it as far as ADs or ACs and they -- a
17 lot of that stuff we never see because it's maintenance records
18 anyway. And, you know, I asked him if anything's changed. I
19 believe there was an AD on the fuel pumps. It used to be if you,
20 you know, moved the fuel pump -- electric back-up pumps to high,
21 it would actually cause an engine to fail if the mechanical pumps
22 had not failed. So they corrected that in the design.

23 Q. Was there anybody else being trained at the same time
24 you were receiving training?

25 A. In the Lear 35 there was. One of their Falcon -- but

1 not in the 310 that I recall anyway.

2 Q. Can you describe as far as your ground training, was it
3 all with Mr. Ron Birnie?

4 A. Ron did some and I think Kirt did some. We -- I did a
5 flight with Kirt to Cincinnati Lunken, a transplant organ flight,
6 and -- but I, you know, I don't recall specifics of whether that
7 was a training -- I think Kirt likes to fly with all the new
8 pilots just to get to know them and, you know, if they have any
9 bad habits, he corrects them. But I don't recall that, no.

10 Q. And how long do you spend in your ground training,
11 because it seems like you had a lot of experience that you brought
12 in from the outside?

13 A. Man, I don't know. That's July, I'm lucky to remember 2
14 weeks.

15 Q. And then the -- as far as the flight training, what
16 maneuvers did you do for flight training?

17 A. Well, you know, it's not a flight safety check ride, but
18 the -- we went out and we did stalls and steep turns, failed
19 engines. We did approaches, single engine approaches, missed
20 approaches, emergency equipment in the airplane, which is very
21 basic on a 310. You know, he'd fail an engine like a V1 cut on
22 the runaway. And other than that, I can't recall, but that's the
23 basic stuff I remember.

24 Q. Okay. And then who gave you your check ride in the 310?

25 A. I think it was Ron. Yeah, I think we went out to Flint.

1 Q. And what maneuvers did you do in the 310?

2 A. The same thing. I mean, there was a -- you know,
3 there's a -- they follow a kind of a -- I don't know if it's a
4 basic outline or what. I know, you know, in my Citation training
5 the check ride was always the same. I could remember it in my
6 sleep, you know, every 6 months with PIC check ride. But I think
7 they kind of do the same thing, where it's a single engine -- I
8 remember he failed an engine and we had to do a missed approached
9 on a single engine. We had to do multiple approaches and then the
10 same -- you know, basically like a standard 135 check ride. He
11 had a systems emergency. I think we had simulated a failed
12 generator and things like that.

13 Q. All right, going back -- I think we kind of digressed a
14 little bit. Going back onto the flight with Mr. Demos on the 310.
15 When he flew the airplane, did -- which seat was he in?

16 A. He was in the left seat.

17 Q. Okay. And so you had -- there were a couple legs on
18 that.

19 A. Um-hum.

20 Q. PTK to YHM, and it was listed as a Part 91 flight. So
21 the Part 91 flights you had him fly; is that --

22 A. Yeah.

23 Q. Okay. Did you do any maneuvers or was it just straight
24 and level getting from Point A to Point B?

25 A. Yeah, it was just normal flying. Ron asked me to make

1 sure he was, you know, good with normal takeoffs and landings and
2 climbs and he wasn't -- didn't have any bad habits, and he didn't.

3 Q. Did you -- did he fly any approaches, ILS approaches or
4 non-precision approaches?

5 A. No, the weather was clear, but, you know, we always tune
6 the ILS and fly the glideslope for practice. That's something
7 that's my habit, and he did too, to make sure that we stay sharp.

8 Q. Did you simulate IMC in anyway?

9 A. No.

10 Q. Was it VMC for those -- that flight?

11 A. Um-hum. Um-hum.

12 COURT REPORTER: Could you say yes or no?

13 MR. McCAVEY: Yes. I'm sorry. I'm sorry. I'll say
14 yes.

15 BY MR. GALLO:

16 Q. When was the first time you met Mr. Demos?

17 A. He was in the hangar -- or at the FBO. I was coming out
18 for a trip and Ron just introduced him to me, said we got a new
19 310 guy to take some of the flying off you so you get a little
20 more time off. And I -- when exactly that was, I don't know, but
21 it was a couple of weeks, I think, before we actually flew, you
22 know, just from memory, which my memory's not that good.

23 Q. Did you see him after that? After that and before the
24 flight?

25 A. Yeah. Yeah, I saw him at the Christmas party. What

1 date that was I don't know; it was early December, I think,
2 mid-December.

3 Q. Was he there with his wife?

4 A. Um-hum.

5 MR. GREENBLATT: You need to say yes.

6 MR. McCAVEY: Yes. I'm sorry.

7 BY MR. GALLO:

8 Q. And what did you talk about?

9 A. Nothing. You know, we -- I talked to his wife a little
10 bit about the, you know, the Christmas party. They have a bunch
11 of rides for the kids. They clean out the hangar and they have
12 blow-up toys and all that, and we were commenting about that sort
13 of thing, but we really didn't talk shop.

14 Q. Now, I'm assuming, and if you could correct me if I'm
15 wrong, you've flown this -- the ILS 2-8 approach, the --

16 A. 2-7?

17 Q. -- 2-7 --

18 A. No, it's actually the localizer back course 2-7 or ILS
19 9-Right.

20 Q. The one that Mr. Demos was on.

21 A. He was on the ILS 9-Right, my understanding.

22 Q. Oh, okay.

23 A. Yeah.

24 Q. And you've flown that?

25 A. Um-hum.

1 Q. In IMC conditions?

2 A. Um-hum.

3 Q. At night?

4 A. Um-hum.

5 MR. GREENBLATT: Yes or no.

6 MR. McCAVEY: Yes. Yes. Yes. Sorry.

7 BY MR. GALLO:

8 Q. All right. Any perceptions about that? Any
9 difficulties on that particular approach?

10 A. No. You know, I think it's pretty standard. The winds
11 are not always favoring 9-Right. I guess the -- I think they had
12 sighting problems with the localizer, putting it on the west end
13 of the airport, so they put it on the east end. But that's, you
14 know, what we live with. So sometimes you have a tailwind when
15 you're on the ILS. But, you know, that's easy to deal with on a
16 piston airplane.

17 I did notice they've been working on the localizer
18 almost continuously since the accident. It's been down
19 frequently. I don't know if they found some problem with that.

20 Q. How do you prefer to fly an ILS approach, and maybe any
21 approach in -- with weather minimum -- at weather at approach
22 minimums? Do you prefer the autopilot or do you prefer to hand-
23 fly it?

24 A. No, I always hand-fly it, yeah.

25 Q. Why is that?

1 A. Well, I've had automation problems with more
2 sophisticated airplanes where the autopilot hard overs. I've had
3 ADs on aircraft that weren't noted that the -- based on serial
4 number you had to do an audit of the flight manual -- not here,
5 but at other places, where the autopilot -- the Honeywell Primus
6 system would actually dive into the ground, down low, and
7 throughout the years I've come not to trust them. And I flew with
8 a lot of retired airline pilots that couldn't fly up to private
9 pilot standards and it's because their skills atrophied, and I
10 just think that's totally unprofessional.

11 And so I practice flying an ILS down to the ground
12 because it gets more sensitive the lower you go and so that makes
13 it easier in VMC conditions and in IMC conditions, because when
14 there's low fog, frequently you'll puff back into a fog cloud and,
15 you know, sometimes it surprises you and sometimes you touch the
16 ground. So, I mean, you know, I've landed, not with this job, in
17 -- where you saw the runway totally clear out; no indication there
18 was any weather at all until you flared and there was a thin layer
19 of fog down on the ground and you were on the ground. You know,
20 so I think it pays to stay sharp on any instrument skill or single
21 engine skill or anything else you'd need in a bind.

22 Q. On the ILS 9-Right here at Pontiac, anything about that
23 approach regarding the terrain layout, the way the runway looks or
24 lighting that would perceive you to have, I guess, call a runway
25 illusion?

1 A. No. The only place I've ever had that was down in Eglin
2 Air Force Base, sits out in the big black hole and there's a very
3 pronounced black hole effect there. Detroit has a tendency to vec
4 you in too close to the marker, so I ask them to bring me, you
5 know -- you know, when there's a strong crosswind or the weather's
6 down low so that I'm not behind the aircraft at any point in time,
7 that they vector me 3 miles outside, I'm on a 30-degree angle like
8 they're supposed to. And sometimes they get busy and they forget
9 to do that, so they'll bring you in right at the marker and it's
10 hard to catch the glideslope and things like that, so --

11 Q What is your technique for transitioning from IMC to
12 visual on a precision approach like ILS 9-Right?

13 A. Well, like I say, whether it's VMC or IMC, I try and fly
14 on ILS all the way down to the ground for practice and to keep my
15 skills sharp. And so when -- after I break out, I still am back
16 and forth on the gauges to make sure I'm not dipping low or high.
17 If there's a collocated VASI or PAPI, then I use it. They're not
18 always coincident, you know. Sometimes the PAPI or the VASI is
19 not the same as the glideslope. They usually note that on the
20 chart though. But I usually go back and forth between the gauges
21 and visual till I'm ready to flare.

22 Q. Have you ever experienced going below the glideslope on
23 an instrument approach?

24 A. Sure, by accident, yeah.

25 Q. And can you describe what you think why that -- what

1 lead to that outcome? What was your perception?

2 A. Well, I mean, if you fly out in the mountains -- you
3 know, Telluride's an airport that I've been into several times and
4 the runway's like this and there's a valley like this and it's
5 10,000-foot elevation so your groundspeed's really high. There's
6 a place where it's really hard to gear because your groundspeed is
7 so high what a descent rate is. You usually tend to overfly it so
8 you're on top of it. But I've had wind shear encounters, things
9 like that, where you get below the glideslope. You correct the
10 best you can. If you can't correct, go miss; get out of there and
11 try it again or go someplace else.

12 Q. And what's the approach speed that's used in the Cessna
13 310 here at Royal Air?

14 A. Well, it works out to be about 120 knots. The -- I
15 think the book says 91 or something like that minimum. But if you
16 do -- you know, there's a -- the bottom of the green arc is the
17 prop governing range for manifold pressure. If you stay in the
18 green arc some airplanes are slippery than others. I try and use
19 the landing lights as speed brakes because they come out and
20 they'll keep you within -- you know, from going too fast. But we
21 -- you know, a 310 you don't usually have runway length issues.
22 And any runway that has an ILS or a precision approach is, you
23 know, over 4,000 feet long, so unless it's snowy or icy, you
24 usually don't have any issues for landing length, so -- but -- and
25 then that way if the worst happens and you lost an engine, you

1 have plenty of buffer down to the blue line, which is 106, so
2 you're not going to get caught in a VMC type of an issue. If you
3 fly the approach right at the blue line, then -- and you have an
4 engine failure, then you're -- you've got your hands full.

5 Q. Do you adjust speed for the visibility and the cloud
6 conditions that you have or is it always --

7 A. I would try and fly the approaches the same every time.
8 That way it's kind of automatic.

9 Q. And so you're -- you also are checked out as SIC in a
10 Learjet?

11 A. Um-hum, Lear 35, yes.

12 Q. Are you currently PIC in anything?

13 A. The 310 and 402s.

14 Q. Okay. Any turbine PICs here?

15 A. Not here, no.

16 MR. GALLO: That's all the questions I have for right
17 now.

18 BY MR. ROGERS:

19 Q. Okay, Bill, can you describe to me what a stable
20 approach in a 310 looks like?

21 A. Yeah, it's fully configured at the marker, flaps --
22 sometimes if we're -- you know, if it's marginal weather or it's
23 near minimums, we use 15 degrees of flaps -- or 10 degrees of
24 flaps, rather, till we break out and then we go to full flaps.
25 But if it's VMC, I configure, you know, fully with the flaps full

1 out, and between 106 minimum and 120 knots; mixture full, props
2 full.

3 Q. What in your opinion would make a stable approach become
4 unstable on a 310?

5 A. Plus or minus 10 knots from your target airspeed, below
6 glideslope a dot, off localizer a dot, if you had wind shear,
7 things like that. Or your descent rate picked up for no apparent
8 reason or your groundspeed increased or decreased dramatically for
9 some reason, or if you lost an engine.

10 Q. And how did you find the training here compared to some
11 of the other places you've been? In other words, were they
12 programmed, were they formalized?

13 A. Well, it's kind of apples and oranges. I mean, like the
14 last commercial air training I went through before here was ASA as
15 a 121 carrier. You know, it was a 7-week ground school and a 3-
16 week IOE. And, you know, we had formal indoc and it's a much more
17 complex airplane, and we did CAT II approaches and we had a crew
18 environment, flight attendants, and much more elaborate emergency
19 procedures because it was a much more complex aircraft.

20 The last 310 training I did with SmithKline Beecham
21 Clinical Labs and that was in the early '90s and, you know, it was
22 very comparable, but they were a Part 91 operator. They were
23 flying blood and urine so they owned all the product that was on
24 the airplane and they were doing it for testing. And it was
25 comparable. You know, we did emergency procedures, systems

1 review. The weight and balance and the performance on a 310 is
2 very basic. You know, we don't have oxygen so we don't do a high
3 altitude training or anything like that per se.

4 But, you know, it's straight 135 stuff. You have a
5 syllabus you have to follow and, you know, as far as I know we did
6 everything we needed to. I didn't have anything that I thought,
7 you know, there's gaps in it. And weather and meteorology and
8 that sort of thing. And, you know, we don't do PRM approaches or
9 that sort of thing, so those are huge, big blocks of training that
10 we don't do here because we don't have the equipment or the op
11 specs to do it. So it's, you know, it's simple because it's a
12 simple airplane.

13 Q. Can you describe your last three 310 check ride, what it
14 was like?

15 A. Yeah, we went out to Flint. We did some maneuvers on
16 the way out to Flint. We did steep turns and stalls, and then we
17 went out and did three or four approaches. We checked out the one
18 airplane we were flying for the GPS LPV, localizer precision
19 vertical, maneuvers, and Ron checked me out in that. I had not
20 been qualified for that anywhere else before. And he had to sign
21 off, I think, for the airplane. That had to be done too. We had
22 to crosscheck with VORs and ILSes and whatnot. Then we did some
23 single engine approaches and some multi-engine approaches. We did
24 a RNAV, two RNAV approaches, I believe, and one VOR approach
25 maybe, simulated engine failure. Then we came back to Pontiac.

1 Then we did a RNAV approach at Pontiac, I think, and then the
2 overlay -- we thought it would do an overlay to the ILS, but it
3 doesn't do that. If you've got a regular ILS, it won't overlay
4 for the LPV, and I think that's by design. I don't think they
5 designed LPV -- RNAV approaches where an ILS serves a runway.
6 That's a comparable.

7 Q. You said you did a simulated engine-out approach?

8 A. I think we did, yeah.

9 Q. Did you do a missed out of that, or --

10 A. Boy, I don't recall.

11 Q. Don't recall.

12 A. It's not a big deal. I can do it in my sleep, you know,
13 I mean -- it's in the flight safety check ride. I've got that
14 memorized, the manifest. I could tell you if you want.

15 MR. ROGERS: That's pretty much all I had thoughts on.

16 BY MR. ANGLE:

17 Q. I just had two questions for you.

18 A. Yes, sir.

19 Q. When you flew with Mr. Demos was there anything about
20 his flying that concerned you?

21 A. No. He seemed very knowledgeable, skillful. You know
22 he's like anybody that when you're in a new airplane, he had
23 questions and we went through -- I told him things that I thought
24 would be helpful that others had told me. You know, the fuel
25 management thing with the timer, I found that helpful, you know.

1 Just as a reminder, because not all airplanes do you have to
2 manage fuel as aggressively as do you in a 310; some are much more
3 complicated, but -- that's really it. No, I had no concerns.

4 Q. Had you flown the accident aircraft and I -- the tail
5 number escapes me, 3 --

6 A. 3829-Gulf?

7 Q. Yeah. Are you --

8 A. Yeah, I think so. Did that -- I think that had one of
9 the six-tank setups with the electric and the cell tanks.

10 Q. Do you recall if that aircraft had a flight director on
11 the attitude indicator?

12 A. Oh, boy, I don't. I don't recall.

13 Q. I know they had different airplanes and --

14 A. I don't recall, no, sir.

15 Q. Okay. Okay.

16 A I usually fly raw data, you know, just to get -- for
17 practice because not all the airplanes have a flight director and
18 it kind of keeps you in tune.

19 Q. Okay. And I think I heard you say it's not -- all the
20 GPS units on all the 310s are now standardized; is that correct,
21 they're all the same? Is it the Garmin GPS?

22 A. We have a couple that have the big box. I think it's
23 the 430 -- the 480 or the 530 is the standard one.

24 Q. Okay.

25 A. It's a smaller box, but it's more user-friendly and I

1 think it's the newer version.

2 Q. Okay.

3 A. But I believe that they're taking all of those out to
4 get the fleet homogeneous and -- all the bigger boxes out to get
5 the fleet homogeneous and to make it easier to certify for the
6 LPV. I don't know.

7 Q. Okay.

8 A Ron mentioned something to that effect because the
9 bigger boxes has all the features of the smaller box, but it's --
10 just getting an approach loaded in there takes 5 minutes. You
11 know, it's a lot of button pushing. It's really complicated,
12 buried in multiple layers of menus.

13 Q. Okay.

14 A. It does everything; it just takes a lot of button
15 pushing.

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

17 MR. McCAVEY: Okay.

18 BY MR. GALLO:

19 Q. I have some additional questions.

20 A. Yeah.

21 Q. I forgot. Is this your first Part 135 cargo job?

22 A. Yes, um-hum.

23 Q. And how do you find this versus your other types of
24 flying that you've done in terms of workload and fatigue?

25 A. You know, this job's probably the easiest job I've ever

1 had for fatigue and workload. 121 -- ASA Airlines was just a
2 slave shop. They work you a 16-hour day and give you minimum rest
3 so you were lucky to get 3 or 4 hours sleep by their 9 hours of
4 rest; and then they give you another 16-hour day the next day and
5 they didn't give a shit about anything. These guys ask you, "You
6 up for this trip?" Never felt any pressure at all.

7 Q. Going back to the flight with Mr. Demos that you were
8 on, when were you told that he would be accompanying you on the
9 flight?

10 A. Right when I got out there to the airport.

11 Q. So was he already there waiting?

12 A. You know, I don't recall.

13 Q. And who told you that he was going to go on the flight?

14 A. I think it was Jim, was the dispatcher at the time. I
15 don't know Jim's last name. Or maybe he told me on the phone; he
16 said you're going to have a ride-along tonight. You know, we
17 didn't have a heavy load, as I recall, so it wasn't a weight and
18 balance issue, but, you know, it gives you an opportunity to
19 tailor the fuel load if it was. But I think we had a position leg
20 before we picked up our freight so we would have burned off fuel
21 anyway.

22 Q. And did anybody tell you why he was coming along?

23 A. No, just for -- I mean, I did it when I, you know, came
24 here. I flew with Bob Benjamin a couple of times and, you know,
25 he just told me the way he does things and the way the company

1 likes the paperwork done, the same sort of things I tried to pass
2 on to Andy.

3 Q. And was that in the 310 that you flew with Mr. Benjamin?

4 A. Um-hum, yes.

5 Q. Do you have a pilot logbook?

6 A. No, I don't. My wife destroyed it during our divorce.

7 Q. Oh, I see.

8 A. Everything else in the safe box too. I've only flown
9 the last -- I think the subpoena said 5 years. I've only flown
10 for ASA and Royal Air. The rest was Part 91 contract work, as far
11 as commercial operators.

12 MR. GALLO: Do you have any questions?

13 MR. ANGLE: No.

14 MR. GALLO: Barry?

15 MR. ROGERS: No.

16 BY MR. GALLO:

17 Q. Do you have anything that you'd like to add that we
18 haven't discussed?

19 A. No, I think I'm good. I'm just sad that that happened
20 to Andy. He was a good guy.

21 Q. I may have a couple questions I just thought of.

22 A. Yeah.

23 Q. How do you complete your duty time sheets and who do you
24 submit those?

25 A. Well, I do them as I go and that's why mine are probably

1 a little scribbly compared to some of the other ones. And then I
2 -- usually the following week I finish them off for number of rest
3 periods or whatever. And then, you know, I keep them in my valise
4 that I carry with me and when I get a thick section of those, I
5 put them up in the red book up in the crew lounge.

6 Q. And how does dispatch find out about your duty time when
7 you --

8 A. We have a little sheet that they fill out drop times for
9 each leg, and then when you started and when you ended at so they
10 know when your rest period's up and so forth, how much flight time
11 remaining, if any.

12 Q. And who do you talk to in the company if you want to
13 take time off?

14 A. Ron. I just took Monday off. I had some paperwork I
15 had to do back at my home.

16 Q. Where's home?

17 A. Pennsylvania. I have a house in Pennsylvania, yeah.
18 Got that in the divorce.

19 MR. GREENBLATT: She didn't burn that.

20 MR. McCAVEY: She didn't burn that, no.

21 MR. ROGERS: But you're based here?

22 MR. McCAVEY: Yeah, yeah.

23 MR. ROGERS: Okay.

24 MR. McCAVEY: Yeah.

25 BY MR. GALLO:

1 Q. Now your SIC in a Learjet at Royal Air, did you receive
2 any CRM training?

3 A. Well, Kirt is -- I flew mostly with Kirt on that. Ron
4 is -- got a lot of Lear time, but Kirt's a pretty much, you know,
5 "by the book" guy. We got the checklist out and we went through
6 the checklist. We did what was, you know, command response type
7 two-crew things. As far as CRM, you know, I've had a lot of that
8 in other jobs, but, you know, the syllabus, you know, it talked
9 about mostly things like fatigue, pressures to perform, and things
10 like that. I don't recall anything specific here that we talked
11 about in the ways of CRM.

12 Q. It seems like you came to the company with a lot of
13 experience. Did that help you with your -- to accelerate your
14 training?

15 A. Yeah. I mean, you know, the 310 is an airplane -- you
16 know, I hate to be, seem casual about it, but I mean it -- you
17 wear the airplane and it just feels like a extension of your body,
18 and I've got so much flight time in the thing, you know, it's --
19 it just seems very natural to fly the airplane.

20 The Lear is a hard airplane to get used to because it's
21 such a high performance aircraft. Citation jets that I've flown,
22 you know, you're lucky to get a 3,000-foot-per-minute climb out of
23 them. These things will climb 8,000 foot a minute at 300 knots.
24 It's like being strapped to a missile, you know. And that's one
25 of the challenges of flying the airplane, but that's just the way

1 it's designed, you know. It's very difficult to get used to when
2 you're not used to flying something like and not being a fighter
3 pilot.

4 Q. Now, going to the -- you're flying on a Lear in your 135
5 check ride here, what maneuvers did you do in the Learjet?

6 A. You know, I don't remember because I haven't flown the
7 Lear very much. I think the last time I flew it was around
8 Christmastime and my check ride was before that. But we did
9 several trips and then I rode along with Jim on his check ride,
10 and we kind of switched back and forth, where he would do an
11 approach, then I would do an approach, and Kirt was the instructor
12 so we kind of switched seats and so forth, and we did a very
13 similar routine going out to Flint. Simulated an engine, single
14 engine miss. Did -- the spoilers are real dramatic in this
15 airplane, you know, they knock down a lot of the performance of
16 the aircraft, to get used to those. Normal missed approaches,
17 normal ILSes. You know, we did, I think, the VOR to 1-8 again.
18 So same sort of --

19 Q. Did you perform an aborted takeoff?

20 A. I don't know. I don't remember. I don't remember if we
21 did or not.

22 Q. How about a V1 cut?

23 A. Yup, we did, and then we did do an abort, yeah, from
24 there. We did not do a continue from the V1 cut, I don't think,
25 but I don't recall.

1 Q. Okay.

2 A. I don't think I'd want to in a real airplane. I mean,
3 it's great in the simulator, but you're asking for it in a real
4 airplane.

5 MR. GALLO: That's all the questions I have.

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

7 MR. GALLO: Okay, we're done. Thanks.

8 MR. McCAVEY: Okay, thank you. I appreciate it.

9 MR. GALLO: Thanks a lot.

10 MR. McCAVEY: Yeah, nice to meet you.

11 (Whereupon, at 1:50 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 William McCavey

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