



## RECORD OF INTERVIEW

**Daniel P. Boggs**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern Region**

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**Date: September 11, 2015 at 10:00 EST**  
**Person(s) Interviewed: Tim Ewell -Pilot**  
**NTSB Case Number: ERA15LA288**

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### **Narrative:**

Mr. Ewell was interviewed over the telephone.

Mr. Ewell started the conversation off with this aircraft has a long history of maintenance items and intermitted lights and warnings that have taken several months to correct and some still existing today.

Several days before the accident. The crew was flying from west coast to east coast to pick up passengers in southern Florida. During cruise, they experienced a 14<sup>th</sup> stage duct fail message and the MEL stated they could continue if they retarted the throttle and all other operations were normal. They called back to the operations department for direction and they were told to take the aircraft to West Palm Beach for repairs.

Mr. Ewell stated it took a couple days to repair the aircraft and once repaired on July 22<sup>nd</sup>, they were under pressure from the operations department to continue to southern Florida to complete their flight. They waited for the flight attendant to show up and later found out that she drove down to southern Florida to meet that aircraft at the airport were the passengers were waiting. In a hurry, the crew forgot to close the baggage door, they started the prestart check list and started both engines. The crew then noticed that ground personnel drove up in an ATV and was waving their arms to get the attention of the crew. The Captain immediately remember that he forgot to close the baggage door and got up to go back and close the door. Once closed he returned to his seat, on the right side, buckled his seat belt and picked up the checklist to start from where he left off. The Captain then looked out the side window and noticed the plane was rolling forward and he asked the First officer what she was doing. At that time, they heard a noise and bounce in the aircraft and thought they ran over a wheel chock. The Captain stated he was pushing very hard on the brakes and the plane would not stop, he stated they both made several attempts to stop the

aircraft and applied maximum brake pressure but it would not stop. The Captain then reached over with both hands and shut down the engines at the same time the First Officer released and re-applied the parking brake. The Plane then came to a stop.

The Captain stated he heard no alarms or sounds during this event.