

Docket No. SA-531

Exhibit No. 2-O

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Operations Group Chairman
Interview Summary – Q400 Check Airman
Scott Moberly

(86 Pages)

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of: *
*
CRASH OF CONTINENTAL CONNECTION *
FLIGHT 3407, OPERATED BY *
COLGAN AIR, INC. * Docket No.: DCA-09-MA-027
FEBRUARY 12, 2009, 2217 EST *
CLARENCE, NEW YORK *
*
* * * * *

Interview of: SCOTT MOBERLEY

NTSB, Conference Room C
429 L'Enfant Plaza East, S.W.
Washington, D.C.

Tuesday,
March 10, 2009

The above-captioned matter convened, pursuant to
notice, at 9:00 a.m.

BEFORE: ROGER COX

APPEARANCES:

ROGER COX
EVAN BYRNE
National Transportation Safety Board

KEN WEBSTER
Regional Senior Investigator-Operations Air
National Transportation Safety Board, Canada

EUGENE CONWAY
ASI Air Carrier Operations, FAA

CAPTAIN TIM DITTMAR
Colgan Air

HARLAN SIMPKINS
Q Series Custom Liaison Pilot
Bombardier

CAPTAIN MIKE WICKBOLDT
Air Line Pilots Association

DANE JAQUES, ESQUIRE
Dombroff Gilmore Jaques & French
1676 International Drive
Penthouse
McLean, VA 22102
(703) 336-8800
(703) 336-8750 (fax)

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I N T E R V I E W

(9:00 a.m.)

INTERVIEW OF SCOTT MOBERLEY

BY MR. COX:

1
2
3
4
5 Q. Let's start off with just some kind of basics about
6 who you are please, Scott.

7 A. Uh-huh.

8 Q. Let's start with your full name.

9 A. Ben Scott Moberley, M O B E R L E Y.

10 Q. Okay. Your age.

11 A. I'm 41.

12 Q. And your date of hire, please?

13 A. February 27, '98.

14 Q. You've been there a while.

15 A. Uh-huh.

16 Q. Your current title?

17 A. Check airman.

18 Q. Captain?

19 A. Captain.

20 Q. And check airman in what capacity?

21 A. At the moment, I guess for right or left seat Q400.

22 Q. Q400, check airman.

23 A. Simulator and aircraft.

24 Q. Does that mean you're a designee?

25 A. I am not a designee.

1 Q. Okay. Your certificates and ratings?
2 A. ATP, CFI, ground instructor.
3 Q. Uh-huh. Commercial, instrument --
4 A. ATP kind of override that.
5 Q. It's that multiengine and single engine under ATP?
6 A. I'm sorry. Just multiengine.
7 Q. Uh-huh.
8 A. I'm a commercial single and multiengine but also
9 commercial seaplane.
10 Q. I think we got that. A lot of guys are commercial on
11 their single engine.
12 A. Yeah.
13 Q. That's --
14 A. I'm just saying about the -- rating, I've also got
15 that.
16 Q. Your total time?
17 A. I'm guessing 10,500 at this point.
18 Q. Okay. PIC?
19 A. PIC?
20 Q. Roughly?
21 A. 9,000.
22 Q. And your time on the Q, please?
23 A. I have to look that one up.
24 Q. Estimate?
25 A. Eight hundred. It actually wouldn't be that high. I

1 do a lot of teaching. I'd say 500, to be safer.

2 Q. When did you first get qualified on the Q?

3 A. First initial class in September. So that would be
4 October, mid October of '07.

5 Q. And where did you train?

6 A. Toronto.

7 Q. And the instructors were provided by?

8 A. Flight Safety.

9 Q. On an average month, how much do you fly the line
10 yourself?

11 A. Usually two trips a month. That would be about 10
12 days of flying, averaging 4 legs per day. The rest of the time
13 -- but every month I go to the simulator and do four or five
14 days of checkrides.

15 Q. Do you conduct IOE?

16 A. Yes.

17 Q. Okay. We wanted to ask you to talk about the last
18 time that you had a checkride experience with Captain Renslow.

19 A. Yes.

20 Q. So if you don't mind, give me your recollection of
21 the approximate date and what the event was and what
22 transpired.

23 A. Well, only because I know the record, it was in
24 October of '07 --

25 Q. Uh-huh.

1 A. -- or excuse me, '06, '06, is when the -- probably
2 the checkride you're referring to but I don't remember giving
3 it at this point. I probably gave 200 checkrides in '07.

4 Q. Uh-huh.

5 A. And I just don't remember the details.

6 Q. Okay. Do you remember Captain Renslow?

7 A. Yes.

8 Q. And what can you tell me about him in terms of your
9 recollection of him?

10 A. Very quiet fellow, very nice, tried very hard, really
11 wanted to do a good job, a very professional attitude.

12 Q. Let me see here. So we are talking about 17 October
13 '06 recurrent proficiency training and it's a U.

14 A. Right.

15 Q. So this is all we really have about him and it
16 indicates he was a first officer.

17 A. Yes.

18 Q. And, of course, at that time he was on the Saab.

19 A. Saab.

20 Q. And do you fly both the Saab and the Q?

21 A. Not at this time.

22 Q. Not at this time. So you transitioned as well?

23 A. Yes.

24 Q. Okay. So let's just say you did -- you said you had
25 something like 200 checkrides you've done.

- 1 A. I'm just guessing, but yes.
- 2 Q. Of the 200, how many failed?
- 3 A. I'd have to check training records. I don't know.
- 4 Q. Okay.
- 5 A. I couldn't even begin to --
- 6 Q. A percentage maybe? Have you ever failed anybody?
- 7 A. Yes.
- 8 Q. Okay.
- 9 A. Including Marvin.
- 10 Q. Okay. So wouldn't you say that you would probably
- 11 remember the ones you had failed?
- 12 A. Yes.
- 13 Q. Okay. So --
- 14 A. I remember the ones that failed for obvious reasons.
- 15 The fact I didn't remember him probably suggested it wasn't one
- 16 item.
- 17 Q. Uh-huh.
- 18 A. It was -- I can give up to two train to proficiency
- 19 items, but if he gets a third --
- 20 Q. Uh-huh.
- 21 A. -- he really needs an extra training to get up to ATP
- 22 standards.
- 23 Q. Okay.
- 24 A. The whole ride is considered unsatisfactory.
- 25 Q. Uh-huh.

1 A. And that's probably the case --

2 Q. Just going by your understanding of the way you do
3 things --

4 A. Yes.

5 Q. -- you would say he probably had more than two train
6 to proficiency items that --

7 A. Yes.

8 Q. -- but you wouldn't know what they are?

9 A. I don't know what they are.

10 Q. Would there be any written record other than just a
11 little printout of his performance?

12 A. No, sir. Just the notes I take during the ride that
13 I use for debriefing only.

14 Q. Do you recall who the other pilot was?

15 A. No, sir.

16 Q. Would anybody, besides you, have any knowledge or
17 memory of this event?

18 A. You'd have to find who I gave the checkride to, who
19 his partner was through the training records on the same day --

20 Q. Uh-huh.

21 A. -- signed off by me.

22 Q. Uh-huh.

23 A. That would be the only way to know, and I don't know
24 who that was.

25 Q. Would you be able to do that?

1 A. I don't know. I thought maybe you would know more
2 than me.

3 Q. No, I don't have a record of what took place. That's
4 why I'm asking you.

5 A. Yeah.

6 Q. A record of what took place 17 October '06, but I
7 certainly would like to have it.

8 MR. COX: So, Tim, between you and me, let's find out
9 who the other pilot was there, and let's see what we can find
10 out from him. Maybe he could recall.

11 MR. DITTMAR: If he's still working for us. Who
12 knows.

13 MR. COX: Well, somebody should recall.

14 BY MR. COX:

15 Q. Now, according to this DH4 training instructor
16 record, you did OE.

17 A. IOE.

18 Q. With Captain Renslow as well?

19 A. Yes.

20 Q. All right. When you conducted that OE did you
21 remember having flown with him --

22 A. Yes.

23 Q. -- on the Saab as a checkride?

24 A. Oh, yes, I do remember him from the Saab.

25 Q. Uh-huh.

1 A. I didn't know him personally --

2 Q. Uh-huh.

3 A. -- very well but, yeah, I remember him from Houston
4 because we were both based in Houston.

5 Q. Uh-huh.

6 A. I don't remember flying with him as his captain.
7 Again, that would be in the records somewhere, but I fly with a
8 lot of different people being an instructor.

9 Q. Sure. Sure.

10 MR. JAQUES: Let's take a short break.

11 (Off the record.)

12 (On the record.)

13 BY MR. COX:

14 Q. Okay. We were talking about the OE that took place
15 in November.

16 A. Yes.

17 Q. So that's fairly recent and you remember that?

18 A. Yes.

19 Q. It looks like you flew a number of legs with him. So
20 can you just sort of recapitulate for me how that training
21 went?

22 A. I flew four legs. I don't remember where we went
23 except for Norfolk. I think it went very well.

24 Q. It's right on here, I think. Would this be correct?

25 A. Yes.

1 Q. So does that help you remember at all?

2 A. No.

3 Q. So let's see. That's November of '08 and that's only
4 a couple of months ago and you don't remember anything about
5 it?

6 MR. JAQUES: He already answered that question. If
7 you want to ask him something that's more specific, feel free
8 to do it.

9 MR. COX: Uh-huh.

10 MR. JAQUES: You're starting to badger the witness
11 again, Roger. You're not asking a question where you're
12 looking for an answer. You're asking it expressing your
13 disbelief in the answer you've gotten. You've asked the
14 question. He's answered it. If you have something more
15 specific, feel free to ask it.

16 BY MR. COX:

17 Q. Did you sign off Captain Renslow?

18 A. No.

19 Q. Can you recall why?

20 A. He did not have enough landings.

21 Q. Was his performance adequate, at that time?

22 A. Yes.

23 Q. Did you observe anything about his performance that
24 you considered needing additional work?

25 A. No.

1 Q. How was his CRM skill?

2 A. Excellent.

3 Q. Did you fly in icing?

4 A. No -- but I don't recall. But I don't think so.

5 Q. Uh-huh. Did you have any opportunity to discuss the
6 use of the deicing equipment?

7 A. I don't recall.

8 Q. Did you find out whether he had any additional issues
9 before he was signed off to go out and be a captain?

10 A. No, sir.

11 Q. You didn't follow up?

12 A. No, sir.

13 Q. Are there any written records of his performance on
14 this OE? Did you keep any written notes?

15 A. No, sir.

16 Q. Did you discuss his performance with the next check
17 airman that picked him up?

18 A. No, sir.

19 Q. Would that be routine?

20 A. Yes.

21 MR. JAQUES: I'm sorry. What would be routine? The
22 fact that you didn't talk to him or --

23 MR. COX: Uh-huh.

24 BY MR. COX:

25 Q. The fact that you didn't talk to the next check

1 airman?

2 A. I left afterwards and the other instructor took over.
3 I don't know when he flew with him.

4 Q. So how would the next instructor know what you had
5 accomplished?

6 A. I don't know.

7 Q. Well, when a captain is going through OE, he has to
8 achieve a certain number of hours --

9 A. Yes.

10 Q. -- and landings.

11 A. Right.

12 Q. Okay. And who is responsible for tracking that?

13 A. We are on an IOE form.

14 Q. There's an IOE form?

15 A. Yes.

16 Q. Okay. So tell me how that IOE form gets moved from
17 one person to another?

18 A. It's usually kept by the trainee.

19 Q. Kept by the trainee? Okay. So is that what happened
20 with Captain Renslow?

21 A. Yes.

22 Q. Okay. So that's the only method that your next
23 instructor would have had to try to understand what had taken
24 place up to that point?

25 A. Yes.

1 Q. And you had no comments?

2 A. No.

3 Q. Okay. Have you ever flown with Captain Renslow any
4 other time?

5 A. I don't recall.

6 Q. Does the FAA observe captain's final line checks?

7 A. Yes. Well, no, no, not the final. No, sir.

8 Q. So when does the FAA get involved in a captain's
9 upgrade or a captain's line experience?

10 A. During -- sometime during IOE.

11 Q. Okay. Do you know if the FAA observed Captain
12 Renslow?

13 A. On the Q, I don't know.

14 Q. You don't know?

15 A. On the Saab, yes.

16 Q. So it would have been on the Saab?

17 A. As far as I know.

18 Q. Does Colgan permit or does the FAA permit Colgan to
19 have FAA observe or do the observations, the final line
20 observations on the initial captain checkrides?

21 A. I don't know. As far as I know, yes, but I've never
22 seen it.

23 Q. Okay. So you're a check airman.

24 A. Yes, sir.

25 Q. There is a regulation, 121.434 that talks about

1 initial captain --

2 A. Yes.

3 Q. -- checkrides.

4 A. Right.

5 Q. And it calls for the FAA to conduct a final
6 observation. Is that right?

7 A. Yes.

8 Q. So what I'm asking, is there any exemption of Colgan
9 to permit your check airmen to do that?

10 A. To do -- I don't understand the question.

11 Q. To act in place of the FAA on the captain's final
12 line check?

13 A. On the final line check?

14 Q. Uh-huh.

15 MR. JAQUES: Sorry. Final line check or the
16 checkride?

17 MR. COX: From his line observation, his final
18 captain upgrade after OE.

19 MR. JAQUES: I don't understand the question. If you
20 do, you can answer it. Just make sure you understand it. I'm
21 not sure --

22 THE WITNESS: I'm not sure how to answer this. FAA
23 observes an IOE leg or two, signs on the bottom that he
24 observed the flight.

25 MR. COX: Right.

1 THE WITNESS: I don't know if that's --

2 BY MR. COX:

3 Q. Okay. So the FAA does sign on the form?

4 A. Yes.

5 Q. Okay. Do you know if they did on the Q for Captain
6 Renslow?

7 A. I don't know.

8 Q. Does Colgan have a watch list for any of its pilots
9 in terms of a program that would monitor pilots who may be
10 having challenges or difficulties?

11 A. Not that I know of.

12 Q. Were you aware of any training issues that Captain
13 Renslow may have had at anytime prior to conducting training
14 for him?

15 A. No, sir.

16 Q. Are you familiar with the tail stall video that's
17 shown in recurrent training?

18 A. Yes.

19 Q. Have you seen it recently?

20 A. Yes.

21 Q. And --

22 MR. JAQUES: Can you specify which one you mean? I
23 know there are at last two videos that are shown to Colgan
24 pilots relating to tail stalls.

25 MR. COX: I'll ask Captain Moberley to tell me which

1 videos he's seen.

2 THE WITNESS: The NASA.

3 BY MR. COX:

4 Q. NASA.

5 A. On the Dash 6.

6 Q. On the Dash 6. Okay. And you saw it recently?

7 A. Yes.

8 MR. JAQUES: Just for the record, they're both NASA
9 videos and they both have a Dash 6 in them. I just want to
10 make sure you're talking about the same videos because there's
11 two distinct videos and maybe it doesn't matter for your
12 questioning --

13 MR. COX: Uh-huh.

14 MR. JAQUES: -- but if you don't want to be specific,
15 I want to make sure the record reflects there are two videos
16 out there, and it's unclear which one.

17 MR. COX: Okay. I think our record's pretty well
18 established that, yes.

19 BY MR. COX:

20 Q. So having seen that video, what message did you take
21 away from that as an operating pilot?

22 MR. JAQUES: I'm going to object. I think that's
23 ambiguous. What do you mean by what message did you take away?
24 Can you be more specific.

25 MR. COX: Yeah. It's a video that's shown in

1 training. So there's some training it's supposed to accomplish
2 and I'd like to know what training he gained from that.

3 THE WITNESS: How to recover from a tail stall,
4 opposite to a regular stall recovery.

5 BY MR. COX:

6 Q. Is that all?

7 A. Yes.

8 Q. You didn't learn anything else from it?

9 A. I don't know how to answer that.

10 Q. Do you recall anything else from the video, anything
11 else that was covered in the video?

12 A. Well, the stall recovery is opposite. I could see
13 how pilots could confuse the down tendency. You would have to
14 recover opposite to the way you're -- to a general wind stall,
15 but it's a great video.

16 Q. And you would say it's a great video, why?

17 A. Because they researched it in the airplane.

18 Q. In which airplane?

19 A. The Dash 6.

20 Q. Okay. Is tail stall training conducted by Colgan in
21 any of their airplanes other than the video?

22 A. No, just general stall recovery.

23 Q. Okay. So is there a good way for you as a check
24 airman to tell your students and other pilots that you're
25 training and checking, how to know when to apply a tail stall

1 recovery procedure?

2 A. I refer to the NASA video which everybody saw in
3 training, and make sure they understand it.

4 Q. So the video is a formal part of your training
5 program?

6 A. Yes.

7 Q. Is it in any of your manuals? Is it in any of your
8 policies, procedures in training? Is it in any of your
9 simulator training?

10 MR. JAQUES: Is what in?

11 BY MR. COX:

12 Q. A tail stall procedure.

13 A. No.

14 Q. Have any of your pilots that you've flown with or
15 worked with or trained ever asked you how they should determine
16 how to apply the tail stall procedure?

17 A. Yes.

18 Q. Can you tell me what you told them?

19 A. Exactly what I told them in the video, what they
20 learned in the video.

21 Q. So as an instructor, your answer to a pilot is watch
22 the video?

23 A. Yes, and apply the techniques that they came up with.
24 Basically all the steps of a standard recovery.

25 Q. If you were conducting a checkride in a simulator and

1 you asked the pilot to execute a stall recovery and he executed
2 instead a tail stall recovery, how would you grade him?

3 A. We would -- if it did not recover as per the FAA
4 standards, we would -- I mean the instructions, and more than
5 likely grade it train to proficiency.

6 Q. Okay.

7 A. And -- but that's exactly what I would do.

8 Q. Okay. Have you ever had anyone in a simulator check
9 attempting to do a stall recovery, apply the tail stall
10 procedure?

11 A. No, sir.

12 Q. Turning just a moment to the subject of landing
13 speeds, you're an instructor, so naturally you're knowledgeable
14 about how you set your landing speeds. How do you go about
15 determining what your VREF, bug and your other landing speeds
16 would be?

17 A. You get that information through ACARS.

18 Q. Okay. What information do you put into the ACARS in
19 order to get them to give you that information back?

20 A. Runway number, weather conditions and whether or not
21 we have ice.

22 Q. Okay. How would -- what are the entries that you
23 would put into the ACARS --

24 A. As per like the weather? All the entries.

25 Q. Specific entries that you would put into the ACARS to

1 indicate icing conditions, what would you put in?

2 A. On the option, again it depends. If I have ice on
3 the aircraft, we have a code, e-ice.

4 Q. Uh-huh.

5 A. Icing on the ground, we'd put in icing.

6 Q. Okay. Icing on the ground you put in icing.

7 A. Icing.

8 Q. By icing on the ground, you mean at the airport?

9 A. Yes.

10 Q. Okay. So you could put in either or both?

11 A. Yes.

12 Q. Have you ever done that in flight?

13 A. I've used both.

14 Q. Have you. Do you recall what speeds it gives you
15 when it comes back relative to the normal VREF?

16 A. Approximately 20 knots higher.

17 Q. Twenty knots. Would that be for both deicing entry
18 and the e-ice entry?

19 A. Yes.

20 Q. Twenty knots?

21 A. Yes.

22 Q. Have you ever landed the airplane with that icing
23 additive remained in there, that is put it in and you left it
24 in?

25 A. Yes.

1 Q. Okay. Would there be times after you had put it in
2 and gotten the speed back and set your bugs, you would ever
3 then change your mind and go back to normal landing airspeed?

4 A. Yes.

5 Q. Have you done that?

6 A. Yes.

7 Q. Have you ever put it in where you put in your icing
8 speeds and it gave you the 20 knot increment and then
9 basically, you got into clear conditions but you just left it
10 where it was? Is that permissible?

11 A. Yes.

12 Q. Okay. So it's just got the increment and you just
13 landed at that faster speed?

14 A. Yes.

15 Q. Okay. Have you ever heard of ECAPS (ph.)?

16 A. Yes.

17 Q. Can you tell me what it is?

18 A. Not offhand.

19 Q. Your FOPPM says it's an enhanced crew awareness
20 procedure and I just wondered if that's something that you
21 could tell me about.

22 A. No, sir.

23 Q. Okay. Have you ever filed any kind of a feedback
24 reporting form?

25 A. I'm sorry. What?

1 Q. Have you ever filed a feedback reporting form?

2 A. No, sir.

3 Q. Have you ever filed any kind of a safety report?

4 A. Yes.

5 Q. Can you tell me the kind of safety report that you
6 would have filled out?

7 A. -- return to gate.

8 Q. Is that the same as an irregularity report?

9 A. Yes.

10 Q. So the safety report and irregularity report are the
11 same. Is that right?

12 A. Not necessarily.

13 Q. Okay. But what I'm getting at, I'm trying to see if
14 there's a separate safety reporting system and a separate
15 safety report?

16 A. Yes. If a ground person does something unsafe, it's
17 a different form.

18 Q. I'm just trying to get a feel for your familiarity
19 with the safety reporting system, and whether you ever really
20 used it. Have you used something other than go around?

21 A. Yes.

22 Q. Can you give me any examples?

23 A. Usually it's gate return.

24 Q. Gate return. Okay. Any other example?

25 A. Not that I recall.

1 Q. You've flown into Buffalo.

2 A. Yes.

3 Q. You've flown into Buffalo I'm sure many times, right?

4 A. Yes.

5 Q. Have you ever noticed on that ILS23 whether there
6 might be anything odd about the glide slope?

7 A. No, sir.

8 Q. Have you been there recently?

9 A. Two days ago.

10 Q. Oh. Are you aware of any NOTAMS or notices regarding
11 the use of that glide slope?

12 A. No, sir.

13 Q. Okay.

14 MR. COX: I'm going to pass it to you.

15 BY MR. BYRNE:

16 Q. Just a second, Captain. I'm just catching up with
17 some notes here.

18 A. Okay.

19 Q. Doing okay?

20 A. So far.

21 Q. Great. Bear with me. Going second, things sometimes
22 are a little jumbled because I'm doing follow up. Going back
23 to Captain Renslow, when you flew with him in the Q400,
24 characterize his stick and rudder skills.

25 A. Excellent. I don't know how else to describe it. He

1 flew very well.

2 Q. As far as handling the airplane --

3 A. Yes.

4 Q. -- was he -- I don't want to put words in your mouth,
5 but can you describe it in terms of qualities of airmanship?

6 A. I can say it was very normal. Nothing -- I can say
7 his skills were good. I would have remembered if they hadn't
8 been.

9 Q. What about power management, the use of the
10 throttles?

11 A. Nothing that I recall.

12 Q. How about his soft skills as far as management of the
13 cockpit and crew?

14 A. Very well. Two flight attendants for the first time,
15 he did very well with it.

16 Q. How did he set the tone in the cockpit?

17 A. I don't remember.

18 Q. How would you describe his leadership abilities?

19 A. Very good.

20 Q. Why?

21 A. He knew what he was doing. I can't describe it any
22 other way. I saw nothing to show that he was not in command of
23 the aircraft.

24 Q. As far as his technical knowledge, his systems
25 knowledge --

1 A. Yes.

2 Q. -- how would you characterize that?

3 A. Very well.

4 Q. Was there any opportunity you had to or I guess
5 during your flights with him, did he ask you any questions
6 about the systems on the airplane?

7 A. I don't recall.

8 Q. How would you characterize his use of the FMS?

9 A. Normal for someone out of flight safety. The ACARS
10 training is done pretty much at the airplane. He was learning,
11 but what I mean, he did very well since I didn't start his
12 training. He was very familiar with it by the time I flew with
13 him.

14 Q. Okay. How about the use of the flight guidance
15 control panel?

16 A. Nothing that I recall. No problems that I recall.

17 Q. What issues existed when you flew with them regarding
18 speed awareness?

19 A. I can't honestly recall any issues.

20 Q. Were there any high speed or over speed events?

21 A. No, sir. Now again not that I recall but I know
22 there was no over speed events.

23 Q. And what about anything on the low speed side?

24 A. Nothing that I recall. I would have remembered.

25 Q. When you're flying a Q400, what queues do you use to

1 maintain speed awareness?

2 A. Speed bugs are always set. I don't understand the
3 question.

4 Q. You're a pilot.

5 A. Yes.

6 Q. You're a captain. You fly this aircraft. I don't,
7 and I'm trying to understand what queues you use as a pilot,
8 what techniques you have to insure yourself that your own speed
9 for a given phase of flight.

10 A. Give me an example. Like as in cruise.

11 Q. Let's start with cruise.

12 A. We have a top end queue for where the over speed
13 would happen. It's susceptible to over speed in normal flight.
14 That's very easy to see the queue. I don't know what else you
15 need to know.

16 Q. You're flying the airplane and you're descending into
17 the terminal area --

18 A. Uh-huh.

19 Q. -- on approach.

20 A. Right.

21 Q. What techniques do you use personally to maintain
22 speed awareness in this airplane?

23 A. A set of number two bugs, 250 above 10 and 235 below.
24 It's to keep me from over speeding legally, but that's a
25 technique --

1 Q. What about on the low speed side as you configure for
2 the approach?

3 A. We have the limits for flaps and gear --

4 Q. Uh-huh.

5 A. -- that we do stay, unless we're assigned another
6 speed, we use those limits and they make sure we're below those
7 limits.

8 Q. When you said VREF --

9 A. Right.

10 Q. -- when do you, in terms of the profiles that you fly
11 in this aircraft, when do you arrive at VREF?

12 A. Not until touchdown or actually usually slightly
13 above the VREF but at that phase, we're looking outside at the
14 runway. But approaches are done above VREF.

15 Q. Okay. How often do you see the low speed queue?

16 MR. JAQUES: See it? I don't understand the
17 question.

18 MR. COX: Do you understand the question?

19 THE WITNESS: How often do we see the low speed
20 queue?

21 MR. BYRNE: yes.

22 THE WITNESS: Usually not until we're landing because
23 the screen's limited in how many numbers we can see.

24 BY MR. BYRNE:

25 Q. Okay. Going back to Captain Renslow, when you flew

1 with him, other than the FMS, I'm not trying to put words in
2 your mouth --

3 A. Uh-huh.

4 Q. -- but other than what you observed as far as the
5 FMS, what other areas were there that it appeared that he
6 needed more time in the airplane to master?

7 A. There was nothing that I recall that I brought up.

8 Q. How did he compare to other captains?

9 A. It's hard to recall. Nothing out of the ordinary
10 there. Most people are learning the FMS and ACARS, but I
11 thought average. He was learning more skills on the FMS but I
12 don't recall what we trained on.

13 Q. Characterize his adherence to the sterile cockpit?

14 A. Very, very well when I flew with him. I mean because
15 I don't recall, I don't remember any issues.

16 Q. Switching now to First Officer Shaw, did you have an
17 opportunity to fly with her?

18 A. No, sir. I didn't know her at all.

19 Q. Okay. Had you heard about her?

20 A. No.

21 Q. As far as Captain Renslow, what was his reputation?

22 A. I don't understand. Flying skills or are we looking
23 at personality?

24 Q. Let's go with flying skills. What was his reputation
25 with respect to his abilities as a captain flying the airplane?

1 A. I didn't know Captain Renslow when he was a captain
2 because by that time I was training in Toronto. So I never
3 knew him at all up to that. During training as a Saab captain.

4 Q. But as a -- you flew with him on the Q400.

5 A. Yes, only for four legs.

6 Q. Okay. And heard nothing?

7 A. Heard nothing about Captain Renslow. I saw him once
8 after IOE.

9 Q. Okay. Where are you based?

10 A. Newark.

11 Q. Newark. And with respect to the training that you
12 provide on the line, do you fly exclusively with Newark-based
13 pilots?

14 A. No, sir.

15 Q. What other bases do you fly with pilots from?

16 A. Norfolk, Albany. We have three, three bases.

17 Q. Okay. Most of the captains are at the Newark base?

18 A. That's the largest base.

19 Q. That's the largest one. I'm unfamiliar with the
20 Albany base. Is that about the same size as the Norfolk base?

21 A. I don't know.

22 Q. When you're flying with pilots from other bases than
23 Newark, are there -- what differences do you observe between
24 those pilots and the pilots from the Newark base?

25 A. No difference.

1 Q. So --

2 A. Base doesn't matter that I can tell.

3 Q. Base doesn't matter?

4 A. That I can tell.

5 Q. Okay. Are you flying mostly with captains or first
6 officers?

7 A. Both.

8 Q. Both. So as far as differences in terms of technical
9 knowledge on the airplane --

10 A. Yes.

11 Q. -- do you notice any differences in the technical
12 knowledge of the airplane across bases based on the experience
13 you have flying with other pilots?

14 A. No, sir, not at all.

15 Q. What about COM?

16 A. No, no difference.

17 Q. Assertiveness of first officers?

18 A. Not between bases, no.

19 Q. Monitoring skills?

20 A. No differences in bases.

21 Q. How standardized is adherence to the sterile cockpit
22 based on your experience flying the line?

23 A. It's highly enforced. That's all you can -- by me.
24 I try to instill that in other folks, other people.

25 Q. Have you ever had the opportunity to challenge or

1 correct or remind a first officer that you're flying with about
2 sterile cockpit?

3 A. I can't recall specific issues but, yes.

4 Q. You have had the opportunity?

5 A. Yes.

6 Q. Characterize how often you've had this opportunity?

7 A. No, I can't recall anything specific at this time,
8 with who. I do know it has happened.

9 Q. What about flying with captains?

10 A. I can't recall any specific instances.

11 Q. We've already talked about the winter ops training.
12 When did you last go through the winter ops anti-ice/deice
13 class?

14 A. It was last fall, but I don't remember the date.

15 Q. Do you remember the instructor's name?

16 A. Nagle.

17 Q. Nagle. And you went through it for the Q400?

18 A. Yes.

19 Q. You mentioned something about pilots asking you on
20 the line about tail stall recovery. When has that happened?

21 A. I can't recall. I just remember the question.

22 Q. Has it happened on the Q400?

23 A. I can't recall.

24 Q. Has it happened on the Saab 340?

25 A. Yes. The question --

1 Q. Yes.

2 A. -- has someone asked me the question? Yes, because
3 -- but I can't remember any specific time.

4 Q. And just to clarify, has anyone asked you, when
5 you've been flying or instructing in the Q400, has any pilot
6 asked you the question about tail stalls?

7 A. I can't recall.

8 Q. Ice protection systems in the Q400.

9 A. Yes.

10 Q. What do you do when you're turning it on, turning the
11 system on?

12 A. As opposed --

13 MR. JAQUES: I don't understand.

14 THE WITNESS: They're switches. I don't understand.

15 MR. BYRNE: And again --

16 THE WITNESS: There's on switches.

17 MR. BYRNE: I'm looking for the Captain -- if he
18 doesn't understand to tell me that he doesn't understand the
19 question.

20 THE WITNESS: Okay.

21 MR. JAQUES: But if I don't understand it, I'm going
22 to raise an objection as to the question being ambiguous.
23 That's just the nature of the proceedings. I've got to make
24 those objections. I don't mean anything by it. If the Captain
25 understands your question, he's free to answer it, but I do

1 have to object to it if I don't understand it. It's ambiguous.

2 BY MR. BYRNE:

3 Q. With respect to turning the ice protection system
4 on --

5 A. Yes.

6 Q. -- is there a call out that you use associated with
7 that system?

8 A. A call out? Usually I turn the system on myself.

9 Q. Do you say anything? Do you have --

10 A. Yes.

11 Q. What do you say?

12 A. Whenever I move the switch, I announce to the first
13 officer I'm turning on a switch.

14 Q. Take a look at the overhead panel.

15 A. Yes.

16 Q. Turn on the ice protection system, all components of
17 it and talk through what you're going to say.

18 A. Okay. Windshield heat to on. Prop ice to on. Those
19 are the anti-ice systems. Deicing boots usually fast if I'm in
20 actual ice. With that, if I have actual ice, the boots are
21 running, I always turn on increase ice switch on. And that's
22 it.

23 Q. So if I'm flying right seat with you --

24 A. Yes.

25 Q. -- I'm going to hear you verbalize each one of those

1 switches?

2 A. With me, yes.

3 Q. Is that standard on the line, what you do?

4 A. I don't know.

5 Q. How were you trained?

6 A. To turn them on when the limits specify it.

7 Q. Once the decision has been made to turn them on, how
8 were you trained, with respect to whether or not to call out
9 actions associated with making changes in the status of that
10 system?

11 A. No specific training that I know of.

12 Q. Okay. With the REF speed increase switch being on --

13 A. Yes.

14 Q. -- you've got experience flying the airplane under
15 that condition.

16 A. Yes.

17 Q. Have you ever had the stick shaker fire under that
18 condition?

19 A. No, sir.

20 Q. How long did you fly the 340 out of Houston?

21 A. Since spring of '05.

22 Q. How many --

23 A. That would be with the training in '07. So it would
24 be a year and a half.

25 Q. In that year and a half, how much experience did you

1 get to flying or operating that aircraft in icing conditions?

2 A. I don't recall. It's rare.

3 Q. Let's go back two days ago when you flew into
4 Buffalo.

5 A. Yes.

6 Q. What approach were you flying?

7 A. ILS23.

8 Q. Okay. What was your en route altitude?

9 A. I don't remember. It was high.

10 Q. Okay. I'd like you to talk us through that approach
11 as far as when you performed the checklist and when you
12 configured the airplane.

13 A. We were cruising in the 20s, fly double. I believe
14 it was 2 1 0, to get over weather. I can't remember any
15 details. It was a routine flight. We got cleared lower. We
16 ran into some -- 10,000 feet, we prepared the cabin for
17 arrival.

18 I don't recall if we used -- we used the icing
19 protection en route but I believe the weather conditions in
20 Buffalo were -- it was very warm that day. So I didn't get
21 icing numbers. When we were out of icing conditions -- again I
22 can't recall details, but would have turned the boots off at
23 2300 -- don't remember the altitude -- intercepted the ILS,
24 landed normally. We were very routine.

25 Q. Who was flying the airplane?

1 A. I was.

2 Q. You were flying. And when did you call for the
3 descent checklist?

4 A. When we were cleared below 18,000 feet.

5 Q. Okay.

6 A. Because that's when the new altimeter setting would
7 have been in.

8 Q. Is that your cue to call for that checklist --

9 A. Yes.

10 Q. -- or is that procedure?

11 A. That's procedure.

12 Q. Okay. When did you conduct the approach briefing?

13 A. It would have been -- actually I don't remember.

14 Q. Okay.

15 A. It was -- I know it was out of sterile environment
16 when we had time and knew the approach. I don't remember
17 exactly when we did it.

18 Q. Above or below 10,000 feet?

19 A. Oh, above.

20 Q. Above. You said, oh, above?

21 A. It's always --

22 Q. Is it always about 10,000 feet?

23 A. -- always above 10,000 feet, unless we're cruising
24 lower.

25 Q. And when you do the approach briefing as a flying

1 pilot, how do you go about doing it?

2 A. You transfer controls to the other pilot and put the
3 approach plate on the yoke and go through the numbers.

4 Q. And again I'm flying with you in the right seat.

5 A. Uh-huh.

6 Q. How do we transfer controls?

7 A. Well, assume taking over, you announce the altitude,
8 airspeed, level flight or descent to what altitude, depending
9 on what we're doing and your controls. This is my control.

10 Q. So we're talking through it.

11 A. Yes, he doesn't take over until I say your controls.

12 Q. Okay. And the approach checklist is done when?

13 A. After we confirm the approach we're doing. We
14 usually have it entered into the FMS and when again we have
15 time to do it without any interaction with air traffic control
16 at that point.

17 Q. Anything else you remember from that flight as far as
18 flaps configuration, gear down?

19 A. Flaps.

20 Q. What landing flaps did you use?

21 A. Fifteen.

22 Q. Fifteen. And when did you hit VREF on that flight?

23 A. I don't think -- I never hit VREF. I never reached
24 that number.

25 Q. Okay. Do you recall the VREF for that flight?

1 A. No, sir.

2 Q. When you're flying the line in the Q400, how often
3 did Colgan management personnel or management pilots fly jump
4 seat on your jump seat?

5 A. On my jump seat? I can't recall the last time.

6 Q. How about the FAA?

7 A. I had my line check yesterday.

8 Q. Was it scheduled or unannounced --

9 A. Unannounced.

10 Q. -- observation? Where was that flight to and from?

11 A. It was Newark to Portland and then back to Newark.

12 Q. FAA observer or FAA inspector was on the jump seat
13 for the both legs?

14 A. Yes.

15 Q. And the purpose of that observation as explained to
16 you by the FAA observer -- inspector?

17 A. Routine, unannounced line check.

18 Q. Who was the FAA --

19 A. Mike Jessie.

20 Q. Mike Jessie. The first officer evaluation program,
21 what is that?

22 A. We have a form that we turn into Sherry on first
23 officers who might want to upgrade. It's just a grading system
24 just to see how they're doing.

25 Q. Okay. Do you fill that out for every first officer

1 you --

2 A. No.

3 Q. Why not?

4 A. Timewise. I haven't done it for everybody. That's
5 all I can tell you.

6 Q. So what criteria do you use when you're going to use
7 that first officer evaluation form?

8 A. Personally?

9 Q. Yes.

10 A. If I saw reasons that he needed retraining but that
11 hasn't happened.

12 Q. So you have not -- as yet, you have not filled out a
13 first officer evaluation form?

14 A. No.

15 Q. How long has the program been in place?

16 A. I don't recall the date it started.

17 Q. Prior to the FO evaluation program, have you seen the
18 need or seen that a first officer needs retraining?

19 A. In eight years of being a captain?

20 Q. Yes.

21 A. Yes, but I can't recall specific instances.

22 Q. What did you do as a captain when you identified or
23 came to that conclusion?

24 A. It was too long ago. I don't remember.

25 Q. We've already talked about safety reports.

1 A. Uh-huh.

2 Q. Let's talk about it from a different direction.

3 A. Okay.

4 Q. What information do you get as a captain on the Q400
5 from the company, regarding safety?

6 A. Well, Internet or scheduling program, safety messages
7 come on that and we have to answer them before we can get onto
8 our schedule.

9 Q. Okay.

10 A. It's a very good way. Read and signs. Check every
11 newsletter. I can't recall anything else right now.

12 Q. What is that check every newsletter?

13 A. It comes out every month, information, safety
14 related.

15 Q. Who's the editor of it or who produces it?

16 A. I don't really know.

17 Q. How long is it?

18 A. One or two pages.

19 Q. What form does it take?

20 A. A letter.

21 Q. Is it printed or is it an e-mail?

22 A. Both.

23 Q. And you get it both ways?

24 A. E-mail.

25 Q. E-mail? And the last one came out when?

1 A. I don't remember.

2 Q. Do you recall any topics in the last issue?

3 A. Not from that one, no.

4 Q. Do you read it each time it comes out?

5 A. Yes.

6 Q. Do you recall any -- in the last year, do you recall
7 anything from the monthly -- check airman monthly newsletter?

8 A. Not any specifics.

9 Q. Does it address company incidents and events?

10 A. I don't remember.

11 Q. Other than the check airman monthly newsletter and
12 the information coming across your -- is that the crew track
13 system --

14 A. Yes.

15 Q. -- that you log on?

16 A. That has a lot of the safety related --

17 Q. The read and signs.

18 A. Yes.

19 Q. Is there any periodic company newsletter or company
20 memo that goes to pilots outside of being a check airman?

21 A. I don't know.

22 Q. Have you had the opportunity to experience the stick
23 shaker during line operations?

24 A. I'm sorry? Doing what?

25 Q. Have you had the experienced the stick shaker during

1 line operations in the Q400?

2 A. No, sir.

3 Q. What about in the Saab?

4 A. No, sir.

5 Q. What's the company's fatigue management policy?

6 A. Generally fill out a form and call scheduling for
7 fatigue.

8 Q. Have you done that? Do you use that?

9 A. I've never needed it, no, sir.

10 Q. What happens to you as a pilot if you are on a trip
11 and you call in fatigued, your understanding of what would
12 happen to you?

13 A. That we could get relieved from that trip.

14 Q. And I guess as a pilot, are you responsible then for
15 getting yourself back home?

16 A. I don't know. My guess is they'd put you on the
17 plane, but I don't know.

18 Q. Okay. What if you -- where do you live?

19 A. I live in San Antonio, Texas.

20 Q. So you commute to Newark?

21 A. Yes.

22 Q. What's your understanding as far as your obligations
23 or what would happen to you as a pilot if you arrived at Newark
24 and realized you were unable to take the trip that you're
25 assigned due to fatigue?

1 A. Well, I never travel the same day I fly. So I've
2 never had to experience that.

3 Q. What if -- do you have a crash pad?

4 A. I stay in a hotel.

5 Q. In a hotel. What if there's construction at the
6 hotel?

7 A. There's several that I choose from.

8 Q. Okay. What about sick policy? What's your
9 understanding of the company's sick policy?

10 A. One call to scheduling and then they usually put you
11 to the chief pilot's voicemail.

12 Q. And have you called in sick for a trip?

13 A. Yes.

14 Q. When was that?

15 A. It was Wednesday before the accident. That was the
16 last time -- well, the only time I called in sick that I know
17 of.

18 Q. What was the reason?

19 A. I had a head cold.

20 Q. Who did you call?

21 A. Scheduling.

22 Q. What happened?

23 A. She said I sounded awful and see how I felt. I
24 called at night. It was an afternoon show the next day. She
25 said I sounded bad and to stay the night and see if I get

1 better. I called 6:30 the next morning and said I can't fly,
2 and she said, great. I'm going to put you to the voicemail of
3 Bill and go home. And that's what I did.

4 Q. And which Bill did you speak to?

5 A. Honan. I didn't speak to him. I just left a
6 voicemail.

7 Q. Any follow up?

8 A. No.

9 Q. Did you provide any paperwork?

10 A. No.

11 Q. And how much -- do you have sick time that you can
12 use towards this?

13 A. Yes.

14 Q. How much do you accumulate?

15 A. I have to look at company policy. I don't really
16 know.

17 Q. And so you were already, based on your other
18 statement that you come in the day before, you were already in
19 Newark?

20 A. Yes.

21 Q. In a hotel?

22 A. Yes.

23 Q. And after that, you just turned around and went back
24 to San Antonio?

25 A. Yes.

1 Q. Okay. How does that affect your pay?

2 A. They drop your trip and you get 3 hours and 45
3 minutes credit per day. I missed two days.

4 Q. Okay. As far as the Newark base --

5 A. Yes.

6 Q. -- have you observed pilots overnighting in the crew
7 room, the one with the recliners and couches in the back there?

8 A. That's tough because I don't know what their
9 intention is the next morning. That depends on what you mean
10 by overnighting. If they're going home the next day, I don't
11 know.

12 Q. What's the latest you've been in that crew room?

13 A. I've been there all night but only to go home the
14 next day.

15 Q. And other pilots have been in there all night with
16 you?

17 A. From what I recall, most of them are leaving but I
18 don't know what their intentions are.

19 Q. I understand. The -- when a captain or when a first
20 officer upgrades to captain --

21 A. Yes.

22 Q. -- what training is provided to them with respect to
23 making that transition in terms of management and the change of
24 role in the cockpit?

25 A. Specific training. I just don't understand the

1 question.

2 Q. Is there --

3 A. Leadership skills or --

4 Q. Yeah, is there a specific training provided to
5 upgrading captains on leadership?

6 A. Not that I recall specific training on leadership
7 skills.

8 Q. Did you receive any specific training on leadership?

9 A. That was too long ago. I don't remember.

10 Q. Captain, thank you.

11 MR. BYRNE: That's all I've got.

12 MR. COX: Okay. Gene?

13 MR. CONWAY: Okay. Thank you.

14 BY MR. CONWAY:

15 Q. Hi, Scott.

16 A. Hello.

17 Q. Scott, you have check airman authority for the
18 simulator. Is that true?

19 A. Yes.

20 Q. Okay. And you're also check airman all seats in the
21 airplane?

22 A. Yes.

23 Q. Okay. Would you tell us what that entails all seats
24 in the airplane? What are the kinds of checks that you're
25 responsible to do and for whom?

1 A. Well, in the aircraft, it's just IOE, and this means
2 I can train both captains and first officer's initial line
3 experience.

4 Q. What about line checks for captains?

5 A. Yes, I can do that, too, usually center seat.

6 Q. Usually from the jump seat?

7 A. Usually from the jump seat. I just evaluate.

8 Q. And is that a separate form that you use when you're
9 doing a line check?

10 A. Yes.

11 Q. How is that not tabulated -- but how is -- how's that
12 administered? What is the actual form and what are you
13 required to put on to it such as signature?

14 A. The line check or the --

15 Q. Yeah, the line check.

16 A. Okay. They're mainly different grades, many areas
17 that we go over. I don't recall how many.

18 Q. Uh-huh.

19 A. They're just grades, either satisfactory or not, and
20 they have many different details, CRM and other things, use of
21 checklists, taxiing --

22 Q. Uh-huh.

23 A. -- takeoff, cruise, landing, it's all in detail.

24 Q. There's quite a bit on that form?

25 A. Very much.

1 Q. And probably does it require your signature?

2 A. Yes.

3 Q. Okay. That's the certification, the final
4 certification.

5 A. Yes.

6 Q. But meanwhile you've covered quite a checklist of
7 things for that?

8 A. Yes.

9 Q. And any line checks for the FOs or safety checks by
10 -- line checks by -- any other word that they use?

11 A. We have -- I mean first officer evaluation which we
12 could use but, no, there's nothing.

13 Q. So directing questions to the IOE, initial operating
14 experience, which is another category of all seats authority.
15 Is that true?

16 A. I'm sorry?

17 Q. I say that's another category of your all seats
18 authority airplane is the -- doing an IOE?

19 A. Yes.

20 Q. And that could be IOE on a captain?

21 A. Yes.

22 Q. Or for a first officer?

23 A. Right.

24 Q. Do you normally occupy the other seat depending on
25 whether it's a captain or an FO when you're doing an IOE --

1 A. Yes.

2 Q. -- or you're just watching?

3 A. No, I'm always occupying the pilot seat.

4 Q. Okay. And is that because the -- of a certification
5 -- final certification for that crew member has not been
6 accomplished yet and therefore requires your positioning in the
7 cockpit itself?

8 A. I'm still trying to understand the question. If
9 I'm --

10 Q. That was a clumsy question. Let me ask it this way.
11 If someone's receiving IOE --

12 A. Right.

13 Q. -- does that necessarily suggest that that person is
14 not yet fully signed off and complete as a line crew member?

15 A. Yes.

16 Q. Okay. And therefore that's what requires your -- the
17 question, your presence as a check airman all seats authority
18 person?

19 A. If someone is not signed off yet as a crew member, I
20 would occupy one of the pilot's seats as a qualified pilot.

21 Q. Because -- and that is because -- just for the
22 record, because there's passengers on board and this is an
23 actual line operation.

24 A. I don't know what the specific rule is but, as far as
25 I know, I need to be at one of the pilot stations --

1 Q. Okay.

2 A. -- because the other one is not certified yet.

3 Q. Okay.

4 A. And that's how I would look at it.

5 Q. Now you have a form that you're using on IOE?

6 A. Yes, doing an IOE, yes.

7 Q. Uh-huh. Can you tell me more about the form? Is it

8 -- yeah, tell me more about the form.

9 A. The IOE form?

10 Q. Uh-huh.

11 A. It's just that we flown this leg from here, A to B.

12 Q. Okay. So example of Newark to Albany --

13 A. Yes.

14 Q. -- the candidates name, no doubt?

15 A. Yes.

16 Q. Okay.

17 A. Well, it's at the top of the form.

18 Q. Uh-huh. Is that part of -- is that a separate form

19 that would only be used that leg or is that part of a folder

20 perhaps --

21 A. Part of -- if they're new, probably a training

22 folder. It might be in there.

23 Q. When the leg is done, what happens to the folder?

24 A. The leg?

25 Q. Yeah, the leg from the example of Newark to Albany.

1 You have to get back in.

2 A. Yeah.

3 Q. We'll make it Newark to Albany and back to Newark,
4 what happens to the folder then. Does it stay with the
5 candidates or --

6 A. It depends on if he's not finished yet.

7 Q. Let's say he's not finished.

8 A. He'll keep it and give it to the next instructor.

9 Q. He will keep it and give it to the next instructor.
10 Okay. What have you entered onto that form before you give it
11 back to him so that he keeps it and gives it to the next
12 instructor?

13 A. Just the times.

14 Q. Just the times? And not to put words in your mouth,
15 but I would assume it would have your signature as well?

16 A. Yes.

17 Q. Okay. Would it have any comments, good, bad or
18 indifferent?

19 A. Not on that form, no.

20 Q. Would there be any other place you would put
21 comments, good, bad or indifferent, and what would they be?

22 A. Not on that form. That's all I can tell you.
23 There's nothing on that form about comments.

24 Q. Okay. Are there comments at any other place for any
25 other person's benefit such as the check airman that picks up

1 after you?

2 A. I talked to the other check airman if I knew him, if
3 I knew someone else was taking over. I might do that. I might
4 not. It depends on if I see them or not.

5 Q. Okay. So this FO or captain, in the process of his
6 IOE would perhaps then -- is it possible that he would end up
7 going to another assignment with a folder with the notes that
8 you had mentioned, signature and times, but without any other
9 particular comments from you, as to his progress.

10 A. I'm sorry. What was the question?

11 Q. Is it possible he would go to the next -- he is to
12 take his folder and go to his next to assignment. Is that
13 true?

14 A. It's possible. I mean he might be at the same base.
15 I don't know. He usually would keep the form if there's
16 another instructor involved.

17 Q. If there is another instructor involved, I'm really
18 curious to know how the next instructor knows the candidate's
19 progress on the prior leg or the prior -- the work that you did
20 with him?

21 A. If there was a problem, I would talk to the other
22 instructor personally.

23 Q. And if there's not?

24 A. If the instructor -- if in passing, I'd talk to him,
25 I would talk to the other instructor.

1 Q. If you didn't see him?

2 A. And he was doing okay, I probably wouldn't say
3 anything.

4 Q. Okay. I really don't mean to be belaboring this.
5 I'm trying to get some semblance of idea of where the notes
6 are, if there are any. I do understand. Thank you for that.

7 With regard to FAA observation, during the course of
8 an IOE sequence --

9 A. Yes.

10 Q. -- does the FAA observation have to occur on the
11 final leg?

12 A. No.

13 Q. So it could have happened earlier in the sequence?

14 A. Yes.

15 Q. To your knowledge, is there a FAA requirement for it
16 to happen someplace during that assortment of sequences?

17 A. IOE?

18 Q. Yes.

19 A. Yes, I mean I don't know if we have it on the Q
20 because there's already a captain.

21 MR. JAQUES: The question is, is there a requirement
22 or not?

23 THE WITNESS: No. I mean the question is what?

24 BY MR. CONWAY:

25 Q. Is there a requirement for FAA to observe sometime

1 during the sequence of IOE --

2 A. Yes.

3 Q. -- that initial operating experience?

4 A. Yes.

5 Q. Okay. And to your knowledge, is there -- if there
6 was an exception to that rule, or -- to your knowledge, is
7 there any exception to that rule for Colgan, a letter of
8 exception for whatever reason that, for example, a company
9 check airman could perform that function instead of a FAA
10 inspector?

11 A. I don't know.

12 Q. Roger asked you about this tail stall recovery, and
13 you indicated, if I understood correctly, that if asked, you
14 would explain it further --

15 A. Yes.

16 Q. -- to somebody. And you recalled doing that with
17 somebody at some point?

18 A. Some point.

19 Q. Do you recall any discussion at check airman meetings
20 or at any other point, professionally or otherwise, about why
21 there is this knowledge about tail stall but there's no
22 instruction for that kind of stall even though there is
23 instruction for wing stall? Does that come up as to why one
24 versus the other?

25 A. No, sir.

1 Q. Has that occurred to you?

2 A. Not really. I just never really thought about it.

3 Q. Regarding turning on the icing procedure, if you were
4 in what you felt were icing conditions --

5 A. Yes.

6 Q. -- but there was no visible ice on the wings --

7 A. Yes.

8 Q. -- would there be times where you would turn on the
9 windshield -- did I understand you to say --

10 A. Yes.

11 Q. -- you'd turn on the windshield and the props?

12 A. Yes.

13 Q. But not necessarily the boots and the increased REF?

14 A. Sometimes, no.

15 Q. Okay. So does that mean sometimes that would be --

16 A. If I expected to have ice on the aircraft, the boots
17 would be running.

18 Q. They would be on.

19 A. They would be on?

20 Q. Okay. But there are times when you'd have only the
21 windshield and props and not necessary the boots?

22 A. Yes.

23 Q. Okay. And in that time, you would call out just what
24 you did, windshield was on --

25 A. Yes.

1 Q. -- props coming on and --

2 A. Yes.

3 Q. -- that's all? Is that the whole procedure? Is that
4 an option?

5 A. It's the Bombardier limitations. Boots are whenever
6 you're encountering icing conditions or icing on the aircraft.

7 Q. Okay.

8 A. There's a difference.

9 Q. Got you. Mike Jessie is your CMO attached FAA --

10 A. Yes.

11 Q. -- inspector. Thanks, Scott. Thanks very much.

12 MR. COX: Harlan, would you like to go next?

13 MR. SIMPKINS: Sure.

14 BY MR. SIMPKINS:

15 Q. I just have a couple of clarification questions. I
16 heard you mention when you're bugging speeds that you bug 250
17 about 10 and 235 below. When you switch those bugs to your
18 actual VREF and VGO --

19 A. Usually below 10,000 feet when we're briefing an
20 approach or excuse me. Usually when they're setting up for the
21 approach with the radios.

22 Q. Is that below 10,000 or above 10,000?

23 A. Change of speeds usually below.

24 Q. Below 10,000.

25 A. But the first bug, the VREF is set as soon as I get

1 it.

2 Q. Okay. But I'm just interested on how your procedures
3 are in bugging the speeds. So above 10,000 you'd have 250 and
4 VREF speed assuming --

5 A. Yes.

6 Q. -- the ACARS' not set back?

7 A. Yes.

8 Q. And below 10,000 you change your 250 to 235 in your
9 VREF speed?

10 A. Yes. Not the VREF speed.

11 Q. What would you put?

12 A. The VREF speed stays the same.

13 Q. So you just change your 250 to 235.

14 A. Yes.

15 Q. So when you're flying your approach, across the mark
16 -- fully configured?

17 A. No, no, no, no. That's -- when you're setting up for
18 the -- the bugs goes to the standard speeds.

19 Q. Which are?

20 A. VREF and VGO --

21 Q. And that happens at what rough altitude?

22 A. It varies.

23 Q. Flight level 2 1 0.

24 A. Oh, no, no. Usually, when I cross to 10,000 feet and
25 we're legally -- below 250 and 235, is the speed I want to

1 hold, I'll change it to my --

2 Q. You only have two bugs that you can set in the
3 flight.

4 A. Right.

5 Q. So if you're below 10,000, what are your two bugs set
6 at?

7 A. The REF and VGO --

8 Q. And above 10,000 feet you have 250 and 235.

9 A. Just 250. That was -- for myself, just to make sure,
10 I don't bust the 250 rule, 210.

11 Q. Okay.

12 A. That's all it's there for.

13 Q. And that's your own procedure, not a Colgan
14 procedure? Does your first officer do the same thing?

15 A. Not always, no. It's my procedure.

16 Q. So it would be your procedure? So if you were to
17 brief the approach in cruise at flight level 210, you brief
18 your VREF and VGO --

19 A. Yes.

20 Q. -- you yourself personally will not enter those
21 speeds --

22 A. VREF.

23 Q. -- VREF and VGO --

24 A. Not yet.

25 Q. -- the two speeds required, you wouldn't enter

1 those --

2 A. You can't see them anyway. You can't see the VREF
3 and VGO -- anyway at cruise.

4 Q. You can't see the actual bugs on the tape but you can
5 enter them.

6 A. Yes.

7 Q. But at flight level 2 1 0, you have enough time,
8 you've got your ACARS message back --

9 A. Yes.

10 Q. -- you've got your VREF and VGO -- speeds. You
11 yourself as a procedure are not entering those two speeds on
12 the ICP panel, the VREF and VGO -- you open install it or you
13 install it in open triangles. You're not putting those in as
14 bug speeds until you're below 10,000 feet?

15 A. Yes, because we're setting up for an approach.

16 Q. Okay. Above 10,000 feet you wouldn't have VREF
17 and --

18 A. There would be no need. You can't see the bugs.

19 Q. It's not a question of me.

20 A. Yeah.

21 Q. I'm just wondering why you actually bug them.

22 A. It's for my reminder through 10,000 feet.

23 Q. So through 10,000 you bug your speeds? Now when
24 you're doing training, do you train your first officers or
25 captains in the simulator or IOE to do the same procedure?

1 A. Not really, no.

2 Q. How do you train them with respect to bugging speeds?

3 A. Bugged -- speeds are usually bugged when we're
4 briefing an approach.

5 Q. And when do you normally brief an approach?

6 A. And -- excuse me -- not briefing but setting up for
7 an approach. Setting up as in radios set to ILS frequencies,
8 and it's usually done below 10,000 feet.

9 Q. Below 10,000 feet. So when do you normally -- do
10 your descent check -- through 1 8 0, I recall you saying.

11 A. Yes.

12 Q. The altimeter setting.

13 A. Yes.

14 Q. When do you normally call for the approach check that
15 you would set up your radios and your phones?

16 A. Usually when you cross through 10,000 feet.

17 Q. Okay. I understand. You mentioned the sterile
18 cockpit is highly enforced by you?

19 A. Yes.

20 Q. Do you recall any occasion where you had to enforce
21 that with a first officer or a captain?

22 A. I can't recall specific instances but, yes, it has
23 happened.

24 Q. What type of phraseology would you use?

25 A. Usually it's just a hand gesture or we'll talk about

1 it later.

2 Q. Okay. When you flew to Buffalo, two days ago?

3 A. Yes.

4 Q. Was that your first time into Buffalo since the
5 accident?

6 A. Yes.

7 Q. Was there any communication or conversation regarding
8 the accident as you were approaching the airport?

9 A. Not that I recall.

10 Q. Did you look at the window to try and find the
11 accident site at all?

12 A. It was -- the approach was to minimum. So you
13 couldn't see anything. It was too overcast, half a mile
14 visibility.

15 Q. Okay. Was it icing conditions on approach down to
16 200?

17 A. I don't recall. I don't think so. You'd have to
18 check the weather, but I don't remember.

19 Q. You don't recall?

20 A. I don't remember. I did not use increased ice. So
21 I'm assuming -- about 5 degrees but I don't recall what it was.

22 MR. SIMPKINS: I don't have anything further.

23 MR. COX: Ken?

24 BY MR. WEBSTER:

25 Q. Hi.

1 A. You're with Bombardier, right?

2 Q. I'm with TSB of Canada.

3 A. Okay.

4 Q. So in your capacity as the check airman, you conduct
5 training in the sim as well or just --

6 A. Well, it depends on the airplane.

7 Q. Q400?

8 A. Q400, I can. I have not.

9 Q. Okay. Do you do any training on the Saab 340
10 currently?

11 A. No, sir.

12 Q. How many -- do you know how many checkrides you've
13 done on the Q400 on the sim?

14 A. I can't recall. It's all the last six months, when
15 the captain started to -- when the first group started to come
16 through.

17 Q. So when you do the checkrides, where are they done?

18 A. Seattle or St. Louis.

19 Q. As far as the stall recovery, whether it be approach
20 to stall -- is that a required item on the checkride?

21 A. Yes.

22 Q. Can you describe how the candidate -- doing that?

23 A. The safety check is done first, then brief -- how the
24 stall is going to go. They might do one or two stalls. They
25 will definitely do the takeoff stall with the flaps and gear

1 and usually use autopilot, maybe not. They can figure the
2 aircraft, flap side, gear down, flaps 15, slow to approximately
3 120 knots, throttle idle, turn 20 degree bank, left or right.
4 The first indication it's a stall, stick shaker. They recover
5 using the standard recovery technique.

6 Q. What is the standard recovery technique?

7 A. Put the power to full, maintain altitude, 100 feet
8 above and below, as per the regulations, which means they will
9 have to release back pressure as the plane accelerates. When
10 they get a positive rate indication which basically means
11 you're holding altitude, positive rate gear up -- calls for
12 flap 0.

13 Q. In the checkrides that you've done, has there been
14 any problems with stall recovery? Has anyone failed the items?

15 A. Never failed.

16 Q. So in that case, they're maintaining a plus or minus
17 100 feet limitation that you described earlier?

18 A. If not, I'll retrain and do a train to proficiency.

19 Q. So if I was a candidate and I inadvertently lost
20 altitude during the maneuver --

21 A. Uh-huh.

22 Q. -- to a couple of hundred feet below, what would
23 happen to me?

24 A. I would retrain the maneuver.

25 Q. And if I did it again?

1 A. Again, if it's a first officer, who's been over a
2 year since training, I give several chances. I'm might show
3 different techniques until they get it right. I've never had
4 anybody fail based on a stall.

5 Q. Now you're referring to a first officer, but you also
6 do initial captain?

7 A. Yes.

8 Q. So captain and first officer is very similar then.
9 If the captain's ride goes below --

10 A. Yes.

11 Q. -- the limitation, it's the same sort of --

12 A. Well, once you're in deviations, but if it's
13 excessive and stays there, yes, we'll retrain to proficiency.

14 Q. Now you were check airman for the Saab as well.

15 A. Yes.

16 Q. Are the Saab recovery procedures, are they similar --

17 A. Similar.

18 Q. -- to --

19 A. They're very similar.

20 Q. Similar?

21 A. The flaps are retracted to 7 initially after power.
22 That's the main difference. In the Q, they're not.

23 Q. Is there anything different in the limitations of the
24 checkride that you're aware of?

25 A. No.

1 Q. If I can take you back to your initial training, in
2 Toronto, was the simulator training conducted by one instructor
3 or a few instructors?

4 A. I had one instructor.

5 Q. Do you recall the name of your instructor?

6 A. John Limer (ph.).

7 Q. And was your checkride done there as well?

8 A. Yes.

9 Q. What was the name of your checkride?

10 A. I can't think of it at the moment. He did lots of
11 checkrides there.

12 Q. Now in your initial training, was there any
13 difference from the way you were trained to the way you conduct
14 a checkride? Are you looking for anything different? Does
15 anything stand out in your mind differently from your initial
16 check to the way you conduct checkrides?

17 A. The approaches are different but basically it's the
18 same operation.

19 Q. Anything different as far as the stall recovery?

20 A. No, sir.

21 Q. In your initial training, was the pusher ever
22 demonstrated?

23 A. I don't recall.

24 Q. Pardon me?

25 A. I don't recall.

1 Q. In your experience at Colgan, are you aware if the
2 pusher has been demonstrated on anybody that you know of?

3 MR. JAQUES: In what aircraft?

4 BY MR. WEBSTER:

5 Q. Q400.

6 A. I don't think so.

7 Q. Are you familiar with the syllabus, the flight
8 training syllabus Colgan has for the Q400?

9 A. I know there is one but I've never taught initial
10 training.

11 Q. So are you aware if the pusher is on the syllabus?

12 A. I don't know.

13 Q. Okay, Scott. Thank you. Thanks for your help.

14 A. Yeah.

15 MR. COX: Okay. Mike?

16 BY MR. WICKBOLDT:

17 Q. Hey, Captain.

18 A. Hey, Mike.

19 Q. Earlier we were talking about the number of Q400
20 bases.

21 A. Yes.

22 Q. You said there was three bases.

23 A. I think so. I don't really know.

24 Q. And with those three bases, have you seen
25 standardization amongst the pilots?

1 A. Yes.

2 Q. How many Saab -- do you know off the top of your head
3 how many Saab bases there are currently and in the past? Has
4 it been more or less than what's on the Q400?

5 A. There's a lot more Saab bases than on the Q400.

6 Q. Have you ever noticed any problem with
7 standardization amongst the -- back when you were on the Saab?

8 A. I never -- I usually never asked where they're from.
9 So I don't know.

10 Q. When you're in the sim working with instructors,
11 going through the process, instructors teaching -- differently
12 than what we have in --

13 A. No.

14 Q. No? Also in the sim, as per the FAA regs, are we
15 required to waive any stalls, I mean or are we allowed as per
16 the FAA regulations to waive stalls --

17 A. Yes, we are.

18 Q. Is that something that proficiency check airman --
19 experience proficiency check airman waiving stalls in Saabs?

20 A. I have never waived the stalls.

21 Q. Have you heard of any other PC check airmen waiving
22 stalls?

23 A. I've never asked.

24 Q. I lost my page here. After a PC or line check, a PC
25 is a 121, 441 ride and the line is a 440 ride?

1 A. Uh-huh.

2 Q. Is there a form associated with that to do PCs or
3 line checks?

4 A. Yes.

5 Q. Can you describe what the form looks like?

6 A. I don't know. There's a whole bunch of -- it's a
7 standard line check form that's used throughout the system.

8 Q. So that's the area --

9 A. All the details, all -- every detail from taxiing,
10 takeoff, use of FMS, navigation skills, I mean everything, all
11 the details are on it.

12 Q. Do you have to sign off each detail?

13 A. I have to put a satisfactory or unsatisfactory in
14 each box.

15 Q. Is there a third option?

16 A. I'm trying to think if there is.

17 Q. Say if somebody doesn't unset, doesn't unset
18 something --

19 A. Like a train to proficiency.

20 Q. Yes.

21 A. It would be written on the form but I've never needed
22 it.

23 Q. You've never had an ITD?

24 A. Not on a line check.

25 Q. I'm talking about proficiency checks. I'm sorry.

1 A. Oh, a proficiency check?

2 Q. Yes.

3 A. Yes.

4 Q. So we have unsatisfactory and satisfactory and --

5 A. Train to proficiency and waived.

6 Q. And after you're done with that form, what do you do
7 with it?

8 A. I give it to Valerie Conley (ph.).

9 Q. You --

10 A. I fax it in, and that's the end of it.

11 Q. Okay. When you were talking about the REF speed on
12 the Q400 --

13 A. Yes.

14 Q. -- speed, I believe there was mention that you'll fly
15 slightly above the REF.

16 A. Yes.

17 Q. Such as it doesn't have a term, correct?

18 A. Right.

19 Q. Something over --

20 A. Yes.

21 Q. Is there a set number that you use?

22 A. No.

23 Q. Was there a way in the Saab 340 that you recall to
24 determine airspeed?

25 A. We have a computation for approach speeds based on

1 the wind.

2 Q. Is it pretty easy to use?

3 A. Yes.

4 Q. When -- and I missed this and I'm asking for
5 clarification. Did you say you had landed with the REF
6 increase speed switch on before?

7 A. Yesterday.

8 Q. Were you comfortable -- are you comfortable landing
9 with the REF speed increase switch on?

10 A. Yes.

11 Q. And then others have asked you about how you turn the
12 ice on and off, so forth and so on. Where's that procedure
13 located -- everything on the profile and procedures? So where
14 do you find that?

15 A. It's in the CFM on how to turn the ice equipment on
16 and land.

17 Q. All right. That's it. Thanks, Scott.

18 A. Uh-huh.

19 MR. COX: Thanks, Mike. Tim?

20 BY MR. DITTMAR:

21 Q. When did you become a check airman?

22 A. Probably in the fall of 2000.

23 Q. Okay. So have you been -- when did you become a PC
24 check airman?

25 A. At the same time.

1 Q. Okay. So in that time, if you took an estimate, how
2 many checkrides do you think you've done over the years?

3 A. Probably well over 1,000.

4 Q. So is it possible that or is it frequent that you do
5 a checkride on somebody and see them on the line and you never
6 remember meeting them?

7 A. Yes.

8 Q. Does that happen a lot?

9 A. Usually I know them, but I can't recall their name.

10 Q. Is it typically that you might not remember somebody
11 you did IOE with?

12 A. Yes.

13 Q. If you know an IOE was coming in and you know they're
14 going to be transferred to another instructor --

15 A. Yes.

16 Q. -- even if you don't know the instructor, if you have
17 any issues with them, are you going to contact them?

18 A. I'm going to report it. If there are issues, I will
19 report to the other instructor.

20 Q. If there's no issues, are you going to say anything?

21 A. No.

22 Q. I think what we were getting at before, when Gene was
23 saying about -- are you familiar with the term fed ride?

24 A. Yes.

25 Q. Okay. What is that?

1 A. During a captain IOE, a fed, a FAA official has to
2 ride during at least one leg of his IOE.

3 Q. Okay. So if you had a fed ride on a Beech 1900 for
4 Colgan, are you required to have another fed ride on a
5 different aircraft?

6 A. I don't recall if this type qualifies to meet another
7 fed ride. I don't know.

8 Q. As a check airman, do you have any management
9 responsibilities?

10 A. We're usually the ones that people come to when they
11 do have issues on safety. That's a management operation.

12 Q. So do you make any procedure or policies involved in
13 a process like that?

14 A. No.

15 Q. Do we have a profile for a tail stall?

16 A. No.

17 Q. Does the PTS require us to check for a tail stall?

18 A. No.

19 Q. Let's say you had a gate return, what kind of form
20 would you fill out on that?

21 A. An irregularity report I think.

22 Q. Okay. What about an air return?

23 A. Same form.

24 Q. What kind of form would you fill out if you started
25 number 2 engine and the ramp agents walked away with the engine

1 running?

2 A. That would be a different form. That would probably
3 be an ASAP or safety report form. It would be a safety
4 reporting form.

5 Q. Have you ever had either in flying with somebody
6 during IOE or just a regular line pilot, in the jump seat,
7 anybody ever having issues with low speed control?

8 A. No, sir.

9 Q. Do you spend a lot of time in the Newark crew room?

10 A. No.

11 Q. Are you social with a lot of pilots at Colgan?

12 A. No.

13 Q. We were talking about the FO evaluation forms. Whose
14 responsibility is that to bring the forms?

15 A. The captain.

16 Q. If you're doing the descent check -- when do you do
17 the descent checklist?

18 A. If -- usually it's under my initial descent or below
19 18, you need the new altimeter setting.

20 Q. So let's say if your cruise altitude's at 15 --

21 A. Then I'll do it on or before or right before I start
22 the initial descent.

23 Q. Do you teach ground school --

24 A. No.

25 Q. -- on the Q400?

1 A. Not on the Q400.

2 Q. Are you aware of what the ground school curriculum,
3 the topics or --

4 A. Just from what I saw back in November.

5 Q. All right. And just to clarify something from
6 before, if you're doing IOE with somebody --

7 A. Yeah.

8 Q. -- and it's their third leg of IOE --

9 A. Yes.

10 Q. -- and you get sick, so another captain is going to
11 come to fly with that student, is that student allowed to fly
12 with that captain?

13 A. If he's not an IOE captain?

14 Q. Correct.

15 A. He is not allowed to fly with him.

16 Q. And that's for 121. Is the same rules for Part 91?

17 A. I don't know. I didn't know Part 91 needed IOE, but
18 I don't know.

19 Q. Would it be a Colgan policy that someone who has not
20 completed IOE would be able to do a 91 leg?

21 A. I don't know. I would need clarification from the
22 company.

23 Q. Before, when you said you were doing the stalls, most
24 students leave the autopilot on. Are you talking about for the
25 setup of the maneuver --

1 A. Setup.

2 Q. -- or not during the maneuver?

3 A. Not during the maneuver.

4 Q. Okay. And then you said -- Ken asked you about you
5 doing initial captain checkrides and you said, yes.

6 A. What? Initial captain checkrides?

7 Q. Yes.

8 A. Not on the Q400.

9 Q. Can you do initial captain checkrides?

10 A. No.

11 Q. All you do is recurrent captain PC checks --

12 A. Yes.

13 Q. -- correct?

14 A. Right.

15 Q. Okay. So for a recurrent PC check, you can -- are
16 you allowed to train to proficiency?

17 A. Yes.

18 Q. What about on an initial captain checkride, which you
19 don't do, are we allowed to train to proficiency?

20 A. Absolutely not.

21 MR. DITTMAR: I have nothing further.

22 MR. COX: Thanks, Tim.

23 BY MR. COX:

24 Q. Scott, just a couple of little things I wanted to
25 kind of recapitulate just to make sure I understood them. When

1 we were getting started, we were just talking a little bit
2 about your background and there were one or two little gaps
3 that I didn't fill in. As I understand, you came to work in
4 '98.

5 A. Yes.

6 Q. And what I was going to do was ask you what you were
7 doing before that time?

8 A. I was an air ambulance pilot for HEMA Flight in
9 Corpus Christi, Texas.

10 Q. Corpus --

11 A. Corpus Christi.

12 Q. Uh-huh. Flying what kind?

13 A. Cessna 401, 414 to 421s.

14 Q. And I believe you said you had a CFI. Is that right?

15 A. Yes.

16 Q. And so as a CFI, did you teach stalls?

17 A. Yes.

18 Q. Would you say that the stall recovery procedure you
19 taught in those days was conventional, pretty much similar to
20 this?

21 A. No, sir. I did all my teaching at the -- I was the
22 T41 instructor in Hondo, Texas for the Air Force.

23 Q. Okay.

24 A. Our stall recoveries were much different.

25 Q. Much different than --

1 A. We didn't hold altitude. Air Force required just to
2 recover, keep the nose down, full power technique and pull out.
3 Altitude loss was acceptable. It was totally different than we
4 do now.

5 Q. I'd say. I can verify that.

6 A. Uh-huh.

7 Q. Can you recall approximately what your flight time
8 was when you came to work at Colgan?

9 A. 4500 hours.

10 Q. And do you get involved at all in the hiring or
11 selection of pilots?

12 A. I have been, interview, done simulator evaluations
13 for initial.

14 Q. Did you do any in the last -- say in 2008, for
15 instance, in that --

16 A. I'm too involved on the Q, never had the time.

17 Q. When you came to work, do you recall if that tail
18 stall video was being shown at that time?

19 A. I don't recall.

20 Q. Do you remember when it started?

21 A. I don't remember. I know I've seen it every year but
22 I can't remember --

23 Q. Every year.

24 A. -- how far it goes back.

25 Q. You don't know how far back? Do you ever remember a

1 guy named Jose Carrion?

2 A. Yes.

3 Q. Can you remember what his duties were?

4 A. He was -- I can't really recall. When he got
5 started, I know he ran ground school.

6 Q. He ran the ground school. Was he when you came to
7 work?

8 A. Yes.

9 Q. Is he still here?

10 A. No.

11 Q. Do you know when he left or --

12 A. It wasn't long after I started. His son and I were
13 actually training together.

14 Q. Oh, is that right?

15 A. Yeah.

16 Q. The reason I ask is because we're trying to go back
17 to sort of who was involved, you know, the advent of teaching
18 the tail stall and video and haven't quite figured out where
19 that came from. It seems to be out of the deep dark past, and
20 nobody's quite put their finger on it yet. So I thought maybe
21 you might know --

22 A. No.

23 Q. -- since you've been there quite a while.

24 A. Yeah, I've been there a while, but I don't know when
25 that started.

1 Q. And finally, just to recapitulate, I believe you said
2 you really don't have any input into changing policies or
3 procedures.

4 A. I can give, I mean -- I can make suggestions.

5 Q. Uh-huh. As a check airman --

6 A. Yeah.

7 Q. -- you can make suggestions?

8 A. Anybody can.

9 Q. Okay. Is that part of being a check airman that you
10 are asked to make suggestions periodically or allowed to?

11 A. I don't know if that's officially put out but it's
12 good advice, from what I know.

13 Q. Okay. I just wondered if you had occasion to notice
14 anything in training, in all the training that you do and all
15 the checkrides you give, there were some insights that you had
16 had that you had passed along through your check airman group.

17 A. In the past eight years, yes, I'm sure I have. I
18 can't just recall what it was.

19 Q. You don't remember any. Okay. And just to make sure
20 I've got it really clear here, when we started off, we were
21 talking about the Saab PT for Captain Renslow and it took place
22 in '06, and you told me you really didn't recall any details.
23 And we talked a little bit about the four legs it looks like of
24 operating experience that you conducted with Captain Renslow at
25 the end of November of '08.

1 A. Uh-huh.

2 Q. And you don't recall any details of that.

3 A. No.

4 Q. Okay.

5 MR. COX: Evan?

6 MR. BYRNE: I've just got a couple of follow ups.

7 BY MR. BYRNE:

8 Q. Captain, just to clarify, when was the last time you
9 saw Captain Renslow?

10 A. I don't know the date. I saw him in the crew room
11 maybe a few weeks after IOE. I just saw him in passing and
12 said hello.

13 Q. Did you see him in Newark the day before the
14 accident?

15 A. I was out sick. I never got to the crew room.

16 Q. Okay. And you had never seen First Officer Shaw?

17 A. Not that I recall.

18 Q. Ken was asking about stall recoveries on the various
19 aircraft.

20 A. Uh-huh.

21 Q. What differences are there in how the airplane
22 responds in the stall recovery to the application of power
23 between the 340 and the Q400.

24 A. The Q400's recovery is very -- is much better,
25 powerful engines. The recovery limits are the same is what I'm

1 looking for.

2 Q. Is there differences in the control inputs you need
3 to make between the two aircraft --

4 A. Between the Saab and the Q?

5 Q. -- when you apply power?

6 A. Not when you apply it but afterwards, yes.

7 Q. Can you explain?

8 A. The flaps are retracted from 20 -- if it's a flaps
9 stall in the landing configuration, or it's the takeoff
10 configuration, the flaps are retracted to 7 on the Saab after
11 applying power.

12 Q. How about the control column?

13 A. Identical.

14 Q. Use of rudder?

15 A. Identical.

16 Q. Thank you.

17 MR. COX: Anyone else?

18 MR. WICKBOLDT: Just --

19 MR. COX: Mike?

20 MR. WICKBOLDT: I can do this in 60 seconds.

21 BY MR. WICKBOLDT:

22 Q. On the Q400, when you do an IOE, what would you say
23 an IOE candidate's biggest weakness is?

24 A. I'm sorry. Biggest weakness.

25 Q. On the Q400 --

1 A. Yeah.

2 Q. -- IOE candidate, yes.

3 A. ACARS.

4 Q. ACARS. If you level off -- the Q400, where would you
5 set the power levers? Where would you describe the -- level
6 off regardless of airspeed -- closer to -- midrange --

7 A. Midrange.

8 Q. Midrange. Okay. What about in slower airspeed, say
9 something -- or less?

10 A. Probably the last quarter.

11 Q. All right. And then how would you describe the
12 operation of the airspeed indicator both the -- vector and the
13 tape and anything other than --

14 A. I need specifics on that. What --

15 Q. What's it look like? Does it hold steady? Say you
16 hit some bumps.

17 A. Okay. The turned arrow usually goes up and down.

18 Q. What about the airspeed tape?

19 A. It moves a little bit but not by more than a few
20 knots one way or the other.

21 Q. Great. Thank you.

22 MR. COX: Tim.

23 MR. DITTMAR: Nothing further.

24 MR. COX: Anyone else?

25 (No response.)

1 MR. COX: That was kind of lengthy. We appreciate
2 it. Thanks very much for coming in.

3 (Whereupon, 11:00 a.m., the interview in the above-
4 entitled matter 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: CRASH OF CONTINENTAL CONNECTION
 FLIGHT 3407, OPERATED BY
 COLGAN AIR, INC.
 FEBRUARY 12, 2009, 2217 EST
 CLARENCE, NEW YORK
 Interview of Scott Moberley

DOCKET NUMBER: DCA-09-MA-027

PLACE: Washington, D.C.

DATE: March 10, 2009

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 hearing.

Kathryn A. Mirfin
Transcriber