

INTERVIEW SUMMARIES

DFW08MA076

Interview: Peggy Banks
Title: Administrator, Shannon Exemption
Date and Time: July 18, 2008, 1330
Ops Group: Roger Cox, NTSB

The interview was conducted by teleconference. Ms. Banks was contacted at her personal phone. During the course of the interview Ms. Banks stated:

- Pilots who wish to use an exemption through Shannon require a letter of authorization from them. Training centers are supposed to contact them before starting training for a pilot, but a few schools don't adhere to the requirement.
- The fee for use is a one time charge.
- They deal with PrestoSim, Flight Safety, Simuflite, and Jet Contrails in Florida. Every time they get a letter of request they approve it as long as the airplane is listed as active on their client list. Simuflite just sends scores.
- N113SH (500 - 285) is on their client list and is registered to Southwest Orthopaedic in Oklahoma. Their last phone contact with that client was with Brian McGhee, who called in December 2007 and said they were selling the airplane. The only pilot they had ever shown on the client's list of pilots was Landon Himelright. He had made contact and given her McGhee's number. There is no charge for adding pilots to the client list as long as the ownership didn't change. The right to the exemption is non-transferrable. The most recent license agreement, showing Landon Himelright as pilot was August 21, 2005, and came from Flight Safety. No other pilot was ever shown on their agreement for N113SH.
- Every year they compile statistics for FAA. They had never gotten a response from Southwest Orthopaedic and had been placed on the inactive list after Mr. McGhee had called.

Interview: Ron Beesley
Title: Director of Training, Flight Safety International (FSI) San Antonio
Date and Time: July 29, 2008, 0945
Ops Group: Roger Cox, NTSB
Dave Tew, NTSB

The interview was conducted by teleconference. Mr. Beesley was at his office in San Antonio, Texas. During the course of the interview Mr. Beesley stated:

- His name is Ron Beesley.

- He has been at FSI since October of 1998, not quite ten years.
- His title is Director of Training.
- Hartman was here to add a type to his license and had an ATP. He met the prerequisites. He brought Tracy with the intent to for her to be a co-captain but she couldn't meet the standards. That did impact their training and they did change her objective midway through the training. She left as a copilot.
- He and George Vick sat down and explained the options to them. They could extend the course with no guarantee that she would succeed. They recommended that she not attempt to be a PIC in the CE-650 at this time and that she go out and gain experience before she attempted that. Both pilots understood and were somewhat relieved. This was especially true on her part.
- He had one "SIT" (systems integration training) session with Hartman. He spent only two hours with him doing that.
- They do three Single Pilot exemption training types: Shannon, Cessna, and Sierra.
- To do Single Pilot training he has to have a type and a medical. On Initial he has to do an aircraft check, but with recurrent they can do it all in their level C simulator. Then you need differences training. They've had very few ask for a Shannon exemption because it is very expensive, around \$6000. They have to have permission from Shannon. They are limited to taking a check ride within ten days. Each exemption is separate and they have to examine the rules before they begin the training.
- Hartman was a pretty good sized guy, very personable. He was from Oklahoma City, which they had in common personally. He was sad to hear of the accident and felt Hartman would have become a steady customer.

Interview:	Mike Bowen
Title:	Director of Maintenance, ServiCenter
Date/Time:	May 30, 2008, 1200
Represented by:	not represented
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at ServiCenter offices on May 30, 2008. During the course of the interview Mr. Bowen stated the following:

- His full name is Michael Edward Bowen.
- His date of birth is [REDACTED]
- He is the Director of Maintenance and has been at ServiCenter for 6 ½ years. He is an A & P mechanic.
- Their primary customers are general aviation aircraft. Their specialties are Beech products and Commanders. They also work on Westwinds and Citations.

- He rarely spoke with Brian McGhee. Russ was the main contact for N113SH and dealt with him the majority of the time. Phase 4 and 5 inspections were done on the aircraft. The aircraft was not presented as a 135 aircraft. The customer tells us what phase inspection he wants done or what specific problem he has. They just asked for certain inspections to be done on aircraft. The inspection department would review the logbooks to help ascertain what was due or needed.
- Tony Brewer is the records inspector and he would have reviewed the N113SH logbook records. If the customer doesn't tell them what they are operating under they will assume that it is part 91. They do work for Options and they will know what their requirements are.
- He did not know Landon Himelright.
- He doesn't recall anything specific regarding that aircraft. He has heard of Southwest Orthopedic. The former President of ServiCenter considered building a hangar for Southwest Orthopedic five or six years ago, but that did not take place.

Interview:	Tom Brown
Title:	former Training Center Manager, PrestoSim
Date and Time:	July 18, 2008, 0930
Ops Group:	Roger Cox, NTSB

The interview was conducted by teleconference. Mr. Brown was at his office in Grapevine, Texas. During the course of the interview Mr. Brown stated:

- He called to follow up an interview with Mr. Roney the previous day and to clarify details regarding Mr. Hartman.
- He had conducted flight training with Mr. Hartman. Mr. Hartman was a really nice guy, mild mannered and a good pilot. He finds it hard to believe that Mr. Hartman would have had an accident.
- He did not conduct Mr. Hartman's initial single pilot training. Records show that was done at Simuflite.
- He flew the recurrent flight test in the airplane with Mr. Hartman. They conducted an ILS to a missed approach, a single engine landing and a normal landing in the airplane.
- The 85/15 rule applies to type ratings, not to single pilot exemption certification. This is not 8710 and nothing goes on the license.
- Mr. Hartman had 10 hours of time recorded in the simulator, which is five days of recurrent training, and costs about \$10,000.
- The full details of the Cessna 4050 exemption can be downloaded from Cessna. There are three exemptions for Citation single pilot; they are Cessna, Shannon and Sierra. SimCom has a fourth way, but it is different than the others. CE-500's which are modified by Sierra are exempted by serial number. Shannon exemptions are exempted by tail number. Shannon charges \$8500 to allow an aircraft owner to train his pilots under this exemption.

- Peggy Banks is the administrator of the Shannon exemption. Shannon is unique. The other exemptions require expensive aircraft modifications. The Sierra C500 modification costs \$70,000, the Cessna conversion to a C-501 (single pilot version) costs \$70,000, but the Shannon requires no modification, just the initial \$8500 charge to the owner of the aircraft. To fly a -500 by yourself, Shannon is the only way. Quite a few pilots do the Shannon exemption.
- Mr. Hartman used PrestoSim's dry-leased airplane for his check flight, and the flight was conducted at Love Field. They now use an airplane at Redbird airport.

Interview: Dr. Anthony Cruse
Title: Doctor of Osteopathy
Date/Time: June 5, 2008, 1300
Represented by: Brad Donnell, McAfee Taft
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB
Christine Soucy, FAA

The interview was conducted at the Southwest Orthopaedic & Reconstructive Specialists office on June 5, 2008. During the course of the interview, Dr. Cruse stated the following:

- Interviewee's full name is Anthony Lee Cruse.
- His date of birth is [REDACTED]
- He has spent 24 years at Southwest Orthopaedic.
- He is the founder of Southwest Orthopaedic & Reconstructive Specialists.
- In the mid to late 80's he had soloed an airplane after 10 to 12 hours but never got his private license. He cited lack of time to finish. The solo flight was his last flight experience.
- He is the owner of aircraft N113SH. He had owned a Learjet 25 or 35 aircraft back in 1985 to 1990 with several other partners. After the partner-owned plane was sold, he owned another plane from 1993 to 1995. That aircraft was a Cessna Citation 500 similar to N113SH. Brian McGhee flew it for him. He bought N113SH four or five years ago. He used the aircraft for personal transport. His aircraft ownership occurred while he lived in Oklahoma City.
- He never personally flew the jets at all.
- He used N113SH 20 to 35 hours a year. It was for sale but he planned to keep it until it sold.
- When asked if the aircraft was managed by anyone, he said "Brian did it all." Maintenance and upkeep were all under Brian's control.
- He hired Landon (Himelright) for a short period of time as his pilot who also took care of scheduling the maintenance. When Landon got a new job, Brian came back.

- He did not keep flight logs of the aircraft's activities. No flight by flight records of the aircraft's activities exist to his knowledge.
- He called Brian when he wanted to fly.
- He knew N113SH was dry leased. Brian would call and tell him when someone wanted to use the plane. Dr. Cruse stated that the plane was dry leased for \$800 an hour and that it could be used when he himself was not using it. Brian would call to check to see if the dates were open for use.
- When asked "what's a dry lease," he said "it's a plane without the fuel, or something like that. I don't know; Brian handles all that."
- He did not have any written agreements for these leases. Sometimes he would know who was using the plane but most of the time he did not.
- He stated "Brian was my guy for flying the plane." Sometimes Neil Brown would fly him if Brian could not. Sometimes Neil would use the plane to fly someone and they could use it as long as he was not. He would not allow the plane to go somewhere else for a long period of time or be hangared anywhere other than OKC. It was just leased out for overnight type trips.
- He never intended the aircraft to be used in charter operations.
- He received payment from Interstate Helicopter for the use of the plane. He stated that he had not sent them any bills or invoices but only received checks.
- No one had written agreements with anyone regarding use of the aircraft. He had no verbal lease agreement other than that he would "dry lease" the aircraft.
- He did not know anyone who was on the accident flight. He did not know anyone from Foundation Surgery.
- The only pilots he knew were Landon, Neil Brown, Brian McGhee, and one other who flew for Foundation, whose name he could not recall.
- He did not authorize Mr. McGhee to conduct training flights in his aircraft.
- He did not know the aircraft was flying on the day of the accident. Usually, but not always, Mr. McGhee would check with him before flying the airplane, but he did not check or ask him before flying the day of the accident flight. He stated "He took it on himself to schedule the airplane."
- He knew Mr. McGhee starting around 1993, although McGhee may have been involved with the first partnership aircraft.
- He bought N113SH after Mr. McGhee contacted him and suggested that he get another plane and let Mr. McGhee do the flying.
- Mr. McGhee was not an employee or a contractor; Cruse paid him when McGhee flew.
- Dr. Cruse paid for some of Mr. McGhee's training on re-currency for the accident plane.
- Dr. Cruse paid Brian a finder's fee for helping to identify and purchase the aircraft (N113SH).
- He did not get involved with vetting the pilot qualifications, but left it up to Brian to take care of. It was "all Brian's deal".
- He was not involved with payment to the accident crew.
- He doesn't know what the term, "operator" means, so could not say who was the operator of the aircraft on the day of the accident.

- Brian approached him about dry leases to help Dr. Cruse recoup his losses on the aircraft.
- Mr. Donnell stated that on behalf of Dr. Cruse he would provide copies of all payments the doctor had received from anyone who had used the airplane. He said he would get that to us promptly, the next day, if possible.

Interview: Larry Gorbutt
Title: Avionics Manager
Date/Time: May 30, 2008, 1030
Represented by: not represented
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB
Christine Soucy, FAA

Mr. Gorbutt was interviewed as a result of questions posed to Mr. Jackson at ServiCenter. The interview was conducted at ServiCenter offices on May 30, 2008. During the course of the interview Mr. Gorbutt stated the following:

- ServiCenter is an authorized service center for Twin Commander and BE-1900, but they are not an authorized Cessna repair center. Cessna keeps all that at Wichita.
- He does not remember Mr. McGhee.
- He had worked on several aircraft that Raul Gomez had previously worked on. There are two different Raul Gomez's.
- Advanced Avionics is on the field and Mr. Gomez was working at that shop.
- Wire bundles were laid in really nice but engineering mistakes were found. A wire was tied right into a 28 volt localizer line that would burn it out right away. The drawing showed it that way so he could see how Raul would be having some trouble with that. There was a mis-wiring mistake in the drawing. Mr. Gorbutt finished the job and fixed the paperwork.
- There was a mike problem on the copilot side. A Bose headset had been installed which was missing a shield ground. It was wired to the Bose drawing.
- They performed phase five and seven inspections. Citation calls them phase inspections, so, for example, phase 7 is transponder. They are a progressive type of inspection. He doesn't know what type or kind of schedule the owners were using for N113SH.
- Their inspection department checks the aircraft's books to determine what the aircraft needs to leave the shop in an airworthy condition. He doesn't know whether the aircraft was used part 135 or not. Their inspection department is quite rigid. They will give the owner a list of items which are nice to do and a list of what has to be done.
- The Chief Inspector is Ken Baker. Tony Brewer did the books on N113SH. He has never had an aircraft leave the shop with a need to fix an airworthy type item. Avionics repair usually doesn't involve what class (135, 121) it is.

- He doesn't recall if the CVR was installed. If it was in there it should work.

Interview: Tom Hall
Title: Check Airman, Flight Safety International (FSI)
Represented by: Tom Eff, FSI
Date and Time: July 29, 2008, 0930
Ops Group: Roger Cox, NTSB
Dave Tew, NTSB

The interview was conducted by teleconference. Mr. Hall was at his office in San Antonio, Texas. During the course of the interview Mr. Hall stated:

- He had conducted one "system integration" training session with Mr. Hartman, which covered normal and abnormal procedures. He conducted the check ride on September 21, 2007. He checked his records prior to the type test; the only thing that stood out was CRM. He paid attention to how he interfaced with his copilot and he did not see any problems with that during the check. He did four approaches and three landings in accordance with the PTS, and all the other things required. He gave him the type in the CE-650 and saw no problems. He was proficient.
- He did not observe any physical deficiencies for Mr. Hartman, although he knows about them. If he took his shoes off he must have left them behind the chair because he didn't notice them. He did engine out maneuvers during the check and had no problems.
- He knew Mr. Hartman had been flying under single pilot exemptions, and that is common for their training.
- The do CE-500 Single Pilot Exemption training there. The terms of each exemption are slightly different. They almost always insist that the client have their airplane ready before they commence single pilot training because of the ten day or thirty day limit on taking the flight check. They have had a problem with clients doing training in anticipation of getting an airplane and then the delay in getting the airplane invalidates the training.
- He does recall that Hartman took his shoes off in ground school, but it did not impact his performance in the flight training.
- He would call Hartman above average, not great.
- Cessna has a unique position with these exemptions.

Interview: Audra Hartman, wife of captain
Date and Time: August 29, 2008, 1500 EST
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB

The interview was conducted by teleconference. Mrs. Hartman was at her workplace in Weatherford, Oklahoma. During the course of the interview Mrs. Hartman stated:

- Her name is Audra Hartman
- Her husband was Tim Hartman.
- She did not have a record of Tim's recent flight time. She believed that these records might be kept at Foundation (Surgery Affiliates). He had flown several trips in the weeks before the accident. He kept his flight time record on his computer and his calendar on his cell phone.
- Tim attended simulator training in San Antonio last year.
- Jimmy Johnson had called Tim and offered him a three day trip. The call took place on Saturday or Sunday before the accident (which was on Tuesday).
- She did not know the compensation that was offered.
- He had talked about several companies he flew for, including Premier Companies, but he did not say much about the accident flight.
- His health was normal; he had been working out and had lost weight. He slept well He had no medical issues or problems.
- He had said that he thought a lot of Mr. Sandoval and had hoped to hire him at Foundation. Mr. Sandoval had flown some trips for Foundation. She had never met Rickie. Tim had met Rickie through an introduction by Tim's brother, Jerry.
- She did not always know exactly when he was going to fly; he didn't always tell her.
- She wanted to know if it was true that some mechanics had refused to work on the airplane (N113SH).

Interview:	Jerry Hartman, brother of the captain
Date and Time:	August 28, 2008, 0830 EST
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB

The interview was conducted by teleconference. Mr. Hartman was at his home in Weatherford, Oklahoma. During the course of the interview Mr. Hartman stated:

- His name is Jerry Hartman.
- He works in IT support for an accounting firm. He has no aviation experience except for some flights and a few lessons with his brother years ago.
- He doesn't know much about the company Tim worked for except that they build hospitals. He knew nothing about the accident airplane or its owner.
- He could not verify details of Tim's recent logbook entries or his work activities in the week before the accident. He didn't communicate with Tim every day and often didn't know where he was.
- He knew Rick Sandoval because they met in college and went to church together. He introduced Rick to Tim about 1 ½ to 2 years ago. He knew Rick's family and

knew that he was a small business owner in Weatherford. He owned a Quizno's and a tanning salon and women's workout facility. He knew his general character very well. He was a competent person and very meticulous.

- He knew that Tim and Rick had flown together previously, but he did not know that they were planning to operate the accident flight.
- Tim Hartman was "healthy as a horse." He worked out regularly, kept his weight down and was in the best shape of anyone in his family. He was the perfect pilot in that respect. He could sleep anywhere and never complained about being unable to get rest.

Interview:	Lowell Helget
Title:	Corporate Pilot
Date/Time:	June 4, 2008, 1300
Represented by:	Lyndon Shumaker
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at the Foundation Surgery hangar offices, Wiley Post Airport on June 4, 2008. During the course of the interview, Mr. Helget stated the following:

- Interviewee's full name is Lowell Dale Helget.
- His date of birth is [REDACTED]
- He is a corporate pilot.
- He was employed by Foundation Surgery Affiliates beginning in October of 2003.
- His license and ratings are Airline Transport Pilot, commercial ASEL, AMEL, CFI, MEI, and CFII. He holds type ratings in the C-500 series and C-650 series aircraft (III, VI, and VII).
- His total flight time is 4,400 hours, his PIC time is 4,300 hours, and his turbine time is 1,400 (all in the Citation 500 aircraft). He has 25 hours in the Citation I (N113SH) and only one other flight in a Citation I that was not N113SH.
- He first flew N113SH in the spring of 2006 and he had flown it about 15 times.
- N113SH was leased by his company when their own aircraft was down for maintenance or other reasons.
- His company does not transport paying passengers and he is not aware of their company ever using an aircraft to fly paying passengers.
- He believed that N113SH was kept in a rented T-hangar on the Wiley Post Airport. The hangar was located near E. T. Mechanical.
- He flew N113SH to California about a year ago with passengers. He did not know what their affiliation was with the aircraft. He was offered the trip and he was available.

- Tim Hartman, his boss, had set up a lease agreement to use N113SH when their aircraft was not available. He recalled that N113SH needed a new interior and a paint job. Overall, he thought it was a decent aircraft but not modern like he was used to. It had no RVSM capability, so when they flew they stayed below RVSM altitudes.
- He last flew N113SH sometime last year, perhaps September of 2007, and not at all in 2008. He did not recall who he flew the trip with.
- When he flew the aircraft, its radios worked fine.
- The airplane was single pilot qualified as long as the pilot had the “Shannon exemption.” He had always flown N113SH as part of a crew and did not possess the Shannon exemption. (He did not need it for his present job). He flew it both as PIC and SIC. Tracy Yoder and Tim Hartman were pilots he flew with in N113SH.
- N550PG is the Foundation Surgery Affiliates aircraft. It requires a 4050 or 61-58 exemption to fly it single pilot. He is qualified to fly his company’s aircraft single pilot. Normally his company plane is crewed with 2 pilots. They will use a single pilot when the weather is clear and trips are short, less than 2 ½ hours. It is left to the pilot’s discretion whether to fly single pilot or take a second pilot along. They have no SOP on this subject.
- Foundation Surgery never flies charter 135 operations.
- Tim Hartman started with the company in April of 2002. At that time the company was in the process of finding an aircraft. They first got a Cessna 421 and then they leased a Citation for 6 months before purchasing their present aircraft.
- Lowell was the second pilot hired. They had Jordan Hornbeck and Kyle Jensen and they hired Tracy Yoder in September of 2007; she stayed until February of 2008. Tracy managed the Clinton airport before and returned to that job after leaving Foundation. He thought that it was because she did not care for the undefined schedule of corporate flying and had no control of her schedule.
- The company was looking at buying a Citation III but it fell out of the pre-buy. He, Tracy, Kyle and Tim all received training for the Citation III, but the company did not buy the plane.
- The other pilots used by Foundation were contract pilots. Neil Brown was one and so was Jordan.
- Neil Brown and Tracy Yoder flew N113SH but Jordan did not. Tracy flew copilot for him in the airplane on the California trip.
- Tim Hartman quit while in training with Comair just before the sim portion of the training. He did not like the commute and was upset that he could not attend his grandmother’s funeral. Prior to Comair, he managed the Clinton airport and before that he was a UPS driver. During the time that he was working for UPS, he was working on his pilot’s licenses. He had owned ultra lights, a Taylorcraft, and bought and sold planes or found planes for other people.
- He guessed that Tim had 5,500 to 6,000 total flying hours, that he had received his initial Citation III training at Flight Safety, and that his last re-current single pilot training was from Presto Sim some time last summer. That was a level C sim so he also needed a check ride in the airplane.
- Lowell had received similar training from Flight Safety in San Antonio.

- He knew Rickie Sandoval and had flown with him but had no social contact with him. His last flight with Ricky was a one day trip PWA-LAS-BOI-PWA about 2 years ago. The flight took place in the Foundation aircraft. He could not specifically recall any other trips. He believed that he had flown not more than 10 trips with Ricky. Rick was a “fill in guy”. When it was not required to take a second pilot along, sometimes it was nice to take someone to fill the seat but not fly.
- At Foundation, Tim scheduled the trips and would ask “who would you like to fly with?”
- Rick was a commercial pilot and CFI in Weatherford, OK. He did not know what other credentials or ratings Rick had. He thought that Rick had gone through a Twin Cessna course but did not know if he had had any Citation courses.
- He thinks that Rick would have been a required crewmember for N113SH because of the type of Citation that it was. He could not say for sure whether Rick would be considered a required crew member when flying the Foundation airplane.
- His general impression of Rick’s flying skills was that he was good with checklists, calm, cool, collected and knowledgeable. He had never given him a leg to fly so he couldn’t describe his flying skills. Overall, he seemed like a very nice person and a “class act” guy.
- Lowell invoiced Dr. Cruse directly for both himself and Tracy’s services as pilots. He received the check from the doctor and then paid Tracy out of that amount received. When he was acting as a salaried employee he would not receive additional compensation.
- He would talk to Tim to receive approval to accept flights from Interstate Helicopter to earn some extra money.
- He believed the California trip was to transport some of Dr. Cruse’s friends to an insurance meeting.
- He has met Brian McGhee but does not know him very well and doesn’t know what his affiliation with Jimmy Johnson is.
- He knew Tim Hartman was leaving town the day of the accident but did not know that the reason was that he was flying the N113SH trip.
- He thought that Tim knew Rick for about the last three years because before that Rick had been out of the country for about ten years. He had been a missionary in Mexico. They both belonged to the same church but not the same parish.
- He believed that Tim called Tracy for the N113SH trip first and she declined the offer, so he called Rick and offered it to him.
- Neil Brown worked for Foundation Surgery Affiliates for a couple of months. He is a “daily rate” pilot who doesn’t work for anyone specifically. He doubted that Tim would have offered him the trip. As a daily rate pilot, Neil stays very busy since he is rated in both Cessna Citations and Learjet.
- He believed that Rick would have flown the accident flight for pay. He was building time and had an interest in working for Foundation as a pilot.
- Lowell is not qualified for part 135 flights.

- Lowell has hit 2 small birds the size of sparrows in 2 different aircraft. The bird strikes both occurred during landing flare. He has never hit anything larger than half a pound. He has observed flocks of geese or storks or cranes. ATC will point out flocks of birds occasionally. The bird warning is always on the ATIS.
 - The ATC departure instructions for south departures off Wiley Post airport is to fly heading 200 and climb to 3,000 feet. He seldom levels off at 3,000 feet. Most of the time, he receives a climb clearance from OKC approach right away. He guessed that maybe 5 times out of 150 take offs, he would have to level off at 3,000 feet. Usually, by the time he reaches 700 feet, the tower tells him to change frequencies to approach, and out of 1,700 feet he gets the clearance to climb to 15,000 feet. If he knew he was going to have to level off, he would slow his climb to 500 feet per minute to give the controller time to issue him a climb so he wouldn't have to actually level off.
 - Lyndon Shumaker stated that he had had lunch with Tim Hartman the day of the accident. They both had red beans and rice. Tim seemed well rested and seemed normal. Lyndon lives one block from Tim's home and has known him for 25 years. He thought that Tim was in a good mood. He drank three glasses of diet Dr. Pepper and seemed wide awake.
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- On June 11, 2008, Mr. Helget stated in a phone call to Mr. Cox of NTSB that he recalled that Mr. Sandoval had flown one leg in N113SH while Mr. Helget performed copilot duties, contrary to what he had said in the interview. Mr. Sandoval flew the leg from LAS to BOI. Mr. Helget said the flight was uneventful and he had no recollection of Mr. Sandoval's flying skills.
 - He stated that Mr. Sandoval was a required crewmember on that flight.
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Interview:	Jim Hensley
Title:	Owner, American Jet Charters
Date/Time:	May 29, 2008, 1300
Represented by:	not represented
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at American Jet Charters on May 29, 2008. During the course of the interview Mr. Hensley stated the following:

- Interviewee's full name is James Clifford Hensley
- His date of birth is [REDACTED]
- He founded American Jet Charters 22 years ago.

- His license and ratings are airline transport pilot multi engine land, commercial single engine land. He has type ratings in the Falcon 20 and NA-265 Sabreliner.
- His total flying time and his PIC is around 13,000 hours. His turbine time is approximately 6,000 hours, and he has only about one hour in a Cessna Citation.
- On the day of the accident he was taking a check ride in a Beech Baron with two FSDO inspectors. One of the examiners noticed smoke south of the airport during takeoff. They flew to Guthrie, where one of the inspectors got a call from his wife who told him about the crash. When they returned to PWA they heard about the accident but he did not know the people involved.
- He had noticed that N113SH had been around the airport for awhile, probably three years or so. He observed different pilots flying the airplane and different passengers. It would be rented out of state, and in fact, had just come back the day before from a lease in Michigan or Ohio. He heard that a pilot named Neil Brown had just flown the plane back the night before. He had heard that Southwest Orthopedics was the aircraft owner but he couldn't tell whose people were flying it.
- During debriefings from FAA visits he has told the FAA to look into the operator out behind his hangar. The whole hangar seems problematic. This includes Interstate Helicopters, Travel Lear, and Airspeed Aviation. Airspeed is certified out of Dothan, Alabama and the local FSDO seems unaware of it. In order for the OKC FSDO to be able to inspect Airspeed they would have to have a special designation, which they do not have. Only the FTW office of FAA could inspect an operator from outside the region.
- Interstate Helicopters only has rotorcraft on their certificate. The owner's father had previously had a fixed wing charter company, but it had gone out of business. The owner now manages some fixed wing aircraft, including a C525, a Navajo, and a Beechjet. He is not sure if there are others.
- With regard to known Part 135 operators on the field, Airspeed Aviation and his company, American Jet Charter, are the only two legal operators. Flight Concepts has an office there, but the aircraft are in Tulsa. Millionaire had previously operated one rotor and two jets through a silent partner and his company, but they got "crosswise" and the aircraft were transferred to Flight Concepts. Private Jets has operated out of OKC airport. A company called Air One has looked at starting charter operations. Travel Lear had turned in their certificate and then had gone to FTW to try to get it back. They have a Lear 25 that seems to be in maintenance all the time and they have another which is not on their certificate.
- With regard to N113SH, Brian McGhee oversaw that airplane and was also flying a CJ3 for another company. Mr. McGhee flew N113SH almost exclusively for awhile. He knew it was being leased or rented according to "talk on the airport."
- His company, American Jet Charter, does not lease to the general public, they charter to the general public.
- When asked what a dry lease was Jim responded, "without pilot and fuel."
- He further stated that he believed that if a dry lease is used, there should be a written contract and that it should be filed with the FSDO for a charter Part 135 operation. There is a "91 truth in leasing" rule to be observed.

- He is more concerned with insurance. His insurance company requires a lease with the aircraft owner. Many customers want to be named on the insurance and he makes sure that he is named. DOT requirements must be met; otherwise you cannot get your Ops Specs.
- There have been operations “under the table” here for years.
- Regarding the pilots in the accident, he did not know the copilot but he knew Tim Hartman, the captain, for a long time. According to him, Tim was a “good Christian guy” and he wouldn’t knowingly take an “illegal 135” trip.
- Regarding pay rates for a Citation at PWA, he estimated that a pilot would be paid approximately \$800 per day if he was paying to maintain his own training currency and \$500 a day if he was not. That training would preferably be formal simulator training and should have been within the last twelve months.
- Only the Cessna 525, which includes the CJ3, was certified at the factory for single pilot 135 or 91 operations. The original C-500 was not designed or certified to be single pilot. The C501SP was, but not for part 135 operations. He had gone to Cessna and got the manual changed so that he could fly a C525 single pilot in Part 135 operations. He was one of the first to do so.
- The FAA reconsidered the single pilot for C-500 for Part 91 only, and allowed certain aircraft to be “grandfathered” if the pilot got a check ride as a single pilot. For pilots who wish to fly the C-500 single pilot, they must take two check rides every year, one single pilot under part 91, and one two pilot under part 135. To the best of his knowledge, the Cessna 500 can not be flown single pilot 135. He believes that N113SH could not be flown single pilot under Part 135.
- The Bravo, the CJ3, and the CL65 that AJC manages have their own crews and operate part 91. They crew and operate the Sabre under part 135 due to IRS considerations.
- In order for a copilot to be legal to fly as a required crew member in the Citation he would have to have had instruction in systems knowledge, had landing currency (3 takeoffs and landings), a commercial multi-engine land license and an instrument rating. Another pilot could sign off the familiarization training.
- The co-pilot was a friend of Tim Hartman. They had been on mission trips together through Church of Christ of Yukon. He thought that the copilot might have been a missionary in Mexico and had only recently come back from doing that.
- American Jet Charter had never employed Tim Hartman.
- After the accident, American Jet Charter had an “in-depth FAA inspection.” They had never had an inspection like this one, which had lasted for a week. “They took the place apart.” Previous inspections had been one or two days, including the ones from FTW and OKC regarding the new operational control policies under A008. OKC FSDO was short staffed and had to have help from an inspector from FTW. Inspectors don’t like working in the environment set by management in the OKC FSDO, and they transfer to the Monroney Center. He was told by an inspector in the ICT FSDO that he should have been receiving an inspection once every three years.
- His status following the latest inspection is “in limbo.” He has attempted to add a BE200 but cannot until the inspection is complete. All his leases were sent to

FAA legal. Even though they have always been there FAA says that with the change to A008 they have to look at them differently. This is a result of the Teterboro accident. His leases were redesigned by a lawyer in Dallas but they are still being reviewed in FTW region.

- Jim was never approached about putting N113SH on a dry lease.
- Mr. McGhee had once approached him about putting a C525 on his certificate. He did not want another one and he did not want Brian McGhee as a pilot. When asked why, he responded that Brian McGhee does not have a good reputation. He had had a flight school, charged foreign students in advance, didn't pay bills, and left people high and dry. His former wife had had similar problems in Florida and may have spent time in jail.
- United Engines had used American Jet Charter in the past; however, their last charter had been more than a year ago. One of the United Engines owners had been a partner in a King Air which had been placed on charter with Travel Lear.
- He had done five trips for Interstate Helicopters.
- Dry leasing may be done for a few days or for a longer time. His dry leases are for a year and their intent is indefinite renewal.
- A management agreement is not a dry lease. The management agreement will spell out all charges for management and pilots, hangar, training, etc. If he is providing crew and the owner is providing the aircraft through a dry lease he thinks the owner would want to know what is going on.
- Flight Concepts flew the people from United Engines more than he did. AJC only flew them in the King Air, not the jets.
- He once wrote an article for the Journal Record about how to charter an airplane to insure that it is safe and reliable. He no longer has the article.
- For their Citation Bravo, American Jet Charter charges \$1,900 an hour plus \$350 an hour fuel surcharge. For the CJ3 they charge \$2,500 an hour plus \$375 an hour fuel surcharge. The Bravo and C500 can hold up to eight people, the CJ3 up to six. For a typical trip flown by a non-certified charter operator, they will charge \$4000-\$5000 less, and they don't charge the 7 ½% tax.
- All part 135 operators must do annual 299 checks (line checks) in the aircraft. They must either have a check airman for the airplane on the certificate or get someone from the FSDO, and a rule from the FAA handbook says that no one can be a check airman on more than two aircraft types. He gave up his King Air check status and now does line checks on the Sabre and Baron. Simulator training is done at Flight Safety, but they must do some training in the aircraft. Part 135 operators incur significant additional expense doing these types of things.
- If your Chief Pilot quits, you have 30 days to replace him. He has made his wife Chief Pilot to deal with this problem.
- On takeoff to the south, it is normal for the tower to instruct aircraft to turn to 220 degrees and climb to 3,000 feet. This takes the airplane directly over the lake. He has never called and asked the tower why they do this.
- Birds fly back and forth between Lake Hefner and Lake Overholzer every morning and evening. The airport is between the two.

Interview: David Hobza
Title: Partner
Date/Time: May 29, 2008, 1400
Represented by: not represented
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB
Christine Soucy, FAA

The interview was conducted at ServiCenter offices on May 29, 2008. During the course of the interview Mr. Hobza stated the following:

- He is one of the partners who own ServiCenter.
- He knew the pilot, Mr. Hartman, quite well.
- A 135 airplane will have their 135 books with them. They usually bring their manuals and books to show what is needed. The owner/operator will typically tell you right off to what standard the maintenance has to be conducted. He cannot recall seeing a 135 aircraft; almost all part 91. There are lots of rumor, innuendo and supposition. He tends to feel there are a lot of aircraft being operated under 91 that are probably really 135 through a stretch of a rule.
- There are aircraft that are flown by other than the owners supposedly rented by that person who rents a flight crew and takes a trip. It seems that various individuals who manage the plane and know of crews to rent end up running a quasi charter trip. They receive payment for managing it.
- He remarked that he hoped the 135 issue got enforced to the hilt. It is tough on the guy who runs a legitimate 135 business. Renting a plane and crew is cheaper than the 135 charter.
- He has no opinion of the OKC FSDO. He sees the MIDO more frequently. He has never been asked about the 135/91 issue. The fear of a ramp check used to be heard about a lot but not any more. It has been 8 to 10 years since he has heard of any ramp checks taking place at PWA. His exposure is maintenance not operations anyway.
- Scott Keith is the airport manager. Mr. Kranenburg is his boss.
- 50 -60 aircraft is probably a conservative number of turbine aircraft on this field.
- Almost all aircraft that are presented to him are as part 91. He believes that the longer the "134.5" situation goes on the worse it will get. By not enforcing it, it will get worse.

Interview: Jamie Hooper
Title: Executive Administrative Assistant
Date/Time: June 4, 2008

Represented by: not represented
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB
Christine Soucy, FAA

The interview was conducted at United Engines LLC offices on June 4, 2008. Her supervisor, Mr. Bill Moore was also present. During the course of the interview, Ms. Hooper stated the following:

- Interviewee's name is Jamie Hooper.
- She was hired as an Executive Administrative Assistant to the President of the company and its high level executives, August 1, 2007.
- Her duties include setting up meetings in the conference room, arranging for meals, conference calls and travel arrangements.
- She has arranged charter flights for the company executives.
- She is aware of four flights that were cancelled due to weather and five or six that actually were accomplished. All other company travel was on commercial airline.
- She arranged charters with Interstate Helicopter for local flights and used other charter operators in Texas when the flights originated there. She could not recall the name of the Texas charter company but stated that the records would reveal that information.
- When seeking charter companies and their availability, she would call the airport manager and ask for references.
- Most of the charter flights originated from Oklahoma City and were all with Interstate Helicopters. She assumed all of the companies would be properly certified.
- The Texas charters were to bring BJ Services clients to Oklahoma City.
- Mike Winkler, a sales representative, had called her and asked for her help because he could not find any charter companies.
- She had used a charter company at the Hooks County airport in Tomball, Texas for the BJ Services flight.
- United Engines was already using Interstate Helicopters for charter operations when she was hired, so she stuck with them. Mr. Bates told her to continue to do that.
- Interstate Helicopters was usually able to provide an aircraft.
- Sometimes she would research the cost of a charter and Mr. Bates would decide that it was too expensive and use the commercial airlines instead. But if time was more important or direct flights were unavailable on the airlines, then she would go ahead and use the charter flights.
- She usually had about a week lead time to request a charter. However, one time she had to set something up within 2 days out of Texas for the memorial service.
- Amanda Morgan was her point of contact with Interstate Helicopters.
- Amanda would usually get back to her promptly (within one day) regarding her requests.

- She did not know that Interstate Helicopters was leasing the planes; she thought that the planes were just for the charter service.
- The executives liked the King Air aircraft. It depended upon what the guys wanted; sometimes they would refuse a jet.
- Amanda provided her with a flat rate price from point “A” to point “B”.
- Rates for the King Air were in the \$10,000 range.
- Fuel surcharges and other items would show up on the invoices for the trip, but Amanda always gave her a flat total rate quote for the trip.
- The number of pilots to crew the aircraft was dictated by the type of aircraft that was used. There were restrictions on the number of hours that the pilots could fly on a given day. Quotes were given in part based on one pilot or two pilots.
- United Engines did not specify the number of pilots. They accepted whatever the charter company provided.
- Interstate Helicopter used several other aircraft, such as the King Air, but this was the first time for the Citation N113SH.
- Neither Ms. Hooper nor Mr. Moore knew how their company originally got connected with Interstate Helicopters other than that they were in the same hangar that Travel Lear used. They did not have a contract with Interstate Helicopters.
- Mr. Bates told Ms. Hooper to contact Interstate Helicopters for the March 4, 2008 trip.
- She did not know that “lease” and “charter” were not synonymous in the aviation sense.

Interview:	Glenn Jackson
Title:	President, ServiCenter
Date/Time:	May 30, 2008, 0900
Represented by:	not represented
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at ServiCenter offices at Wiley Post airport on May 28, 2008. During the course of the interview Mr. Smith stated the following:

- His full name is Glenn Allen Jackson.
- His date of birth is [REDACTED]
- His date of hire as President, CEO and CFO was 11/03/2006.
- Previously he was CFO at Alchem field services oil and gas tech from 2005 to 2006. Prior to that he was CFO at Dirt motor sports from 2004 to 2005. He was CFO of Commander Aircraft from 2002 to 2004.

- He has an MBA in finance and accounting from the University of Memphis.
- He is a student pilot, and holds no other aviation certifications.
- ServiCenter has been in business for 10 years; it was acquired from Gulfstream. At present it is an “S” corporation with three owners. They provide maintenance primarily for Beechcraft 1900’s at this site. Russ Hampton is in charge of work on other aircraft types.
- When asked who was controlling the airplane for setting up maintenance with ServiCenter, he said “my limited understanding was the pilot was a contract pilot (not the deceased pilot) who would contact us and make arrangements for service with us.” He believes that pilot was Brian McGhee, who was from Interstate Helicopters or Surgery Group. He would basically manage the aircraft. (He is just parroting what he learned in the meetings.) He has never heard of Landon Himelright. Dave Hobza, an owner of ServiCenter, referred to this airplane as a 134 and a half when talking to the FAA. They are sort of a charter but without the certification.
- McGhee would contact Russ to schedule the maintenance. The surgery group was billed for the services. It was Southwest Orthopedic, not the other group. Donna Cabello of their accounts receivable said that there was no problem receiving payment for the services. Billing was direct to Southwest Orthopedic and payments were received from them.
- Larry Gorbitt is ServiCenter avionics mgr. He did some work on N113SH.
- Mr. Raul Gomez used to work at Downtown Airpark and at Advanced Avionics. He is now at Legacy Aviation at Page Airport at Yukon, OK.
- ServiCenter is not an authorized Cessna repair station; however, they have the books and knowledge and can work on Cessna aircraft. They specialize in Twin Commander and Beechcraft 1900. There is no authorized Cessna service center on the field.
- Ken Baker is Chief inspector. He will not release an unairworthy aircraft. He has never seen an airplane go out on a “red X.” Mike Bowen is Director of Maintenance.
- He has never heard of or thought of 135 operations that were improper. His company has chartered aircraft one time before.
- We worked for American Jet Charter, but nothing really big. They painted a Kingair.

Interview:	Jeff Jennings
Title:	Unit Operational Supervisor, OKC FSDO
Date/Time:	May 28, 2008, 1100
Represented by:	R. Brook Lewis, AGC410, FAA HQ
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at FAA OKC FSDO offices on May 28, 2008. During the course of the interview Mr. Smith stated the following:

- Interviewee's name is Jeffrey Mack Jennings.
- He has been employed by the FAA and DOT for approximately 12 years.
- His Licenses and Ratings are ATP, ASEL, AMEL and sea, ATP rotorcraft helicopter, CFI, ASEL and AMEL helicopter and gyrocopter Instrument, glider, ASEL, AMEL, rotorcraft, Ground Advanced Instructor, Instrument, Mechanic airframe and powerplant Inspection authorization. He is type rated in the CE500, R22, and HU269.
- His total flight time is 8,000 hours, PIC 6500 hours, and turbine time 5000 hours.
- Mr. Jennings described his experience in Cessna Citation aircraft as "minimal" having accrued approximately 25 hours in the aircraft while acquiring his type rating in 1994. He received his training from a company in Florida. The owner of the aircraft provided private training and charged by the hour for the training. None of the training was in a simulator.
- Mr. Jennings was assigned to the OKC FSDO in August of 2004. He has been a Unit Operational Supervisor at the OKC FSDO in Oklahoma City, OK, for 22 months. He was currently supervising 5 Inspectors but by the following week an additional Inspector would be assigned to him. Prior to this assignment, he was a Principal Operations Specialist (POI) and had been assigned to Interstate Helicopters, Flight Concepts of Oklahoma (now defunct) Flight Concepts Inc. of Tulsa, OK, and Bygone Aviation of Guymon, OK, Air Flight of Shawnee, OK, a helicopter operation and some 142 flight schools. He had been a DOB and DBE and before August of 2004, he was an instructor for TSI and taught Air Safety Investigation.
- As a POI, some certificates for which he was responsible involved Cessna Citation aircraft. One of these was a company named Flight Concepts, which had a mix of CE500 and CE525 model aircraft. Other turbine aircraft that he had experience with as a POI were Bell 206 helicopters operated by Interstate Helicopter and Air Flights. Fixed wing turbine aircraft such as Kingair BE200, BE100 and BE90 aircraft were operated by Flight Concepts. He conducted flight checks on all of these type aircraft with the exception of the Citations because he did not maintain currency on the Citations. When a flight check needed to be done, he would request an Inspector who was a "National Resource" who was current in the type to conduct the check ride.
- Mr. Jennings explained that Inspectors cannot maintain currency in all makes and models and that it would entail a very great expense to do so. He maintained his ASEL/AMEL and helicopter currency when he was assigned as a POI. At present, he no longer conducts certifications or check rides because he is a supervisor, but he does maintain his AMEL currency through the FAA's forty-forty program. Through this program, he flies 6 hours every 6 months. To date, he has flown 6 hours each quarter, maintaining his currency in Cessna, Beech Baron, the Bell 206 and occasionally, the FAA's Kingair.

- The FAA Inspectors use local vendors to rent aircraft for the purpose of maintaining their currency. They receive training from other FAA instructors, not the vendors. Annual flight checks are performed by FAA CFI inspectors. Every 2 years, the Inspectors would receive formal training at Flight Safety or Sim Flight for their annual and recurrent training requirements. They usually use Cruise Aviation locally because they have a nice Beechcraft Baron that is located in Norman, OK. They have rented helicopters from Interstate Helicopter.
- When asked, he stated that he learned from the internet that Interstate Helicopters had been in business since 1978. Mr. Jim Stokes is assigned as the current POI to this company. Before Mr. Stokes received the assignment, the previous POI had been Mr. Mike Alkana. When Mr. Alkana was assigned to a different FSDO, no inspector was acting formally as the POI. During this 6 month period, Mr. Jennings assumed the oversight duties temporarily until the new Inspector arrived and could be assigned as the POI.
- Mr. Jennings stated that an Inspector from the Fort Worth FSDO (Ron Phillips) assisted their facility for 2 weeks so that they could complete their Operational Control and Records check which was mandated to be finished by December 18th. Headquarters had established the deadline date for completion and it was driven by the findings related to the investigation into operational control issues discovered during the Teterboro Platinum and Darby accident. Their facility required the help from the Texas facility due to staffing issues. No significant findings came to light during the inspections of Interstate Helicopter, American Jet Charter, Air Flight, Private Jets and any others. They did find some minor issues primarily wording in manuals, items that were easily corrected on the spot and did not warrant any enforcement activity.
- Of the companies that were inspected, only American Jet Charter had Cessna Citation aircraft on its operating certificates.
- Mr. Jennings stated that he had never seen N113SH and did not know where it was kept. He guessed that there were approximately 50 jet or turboprop aircraft based at the Wiley Post Airport and that it was a very active airport.
- When asked whether he was aware of any suspicious activity, he responded that he had seen a current website advertising helicopter charters. It was not a local charter operator, but it listed no business address, only a telephone number. He found that the representatives of the operation would not reveal where they were located but they would provide a helicopter charter. He talked to the representative as if he were a prospective customer and found that he could be put in contact with an intermediate broker, which brought up the issue of operational control. Mr. Jennings stated that much of an Inspectors time can be taken up with walking the pavement, talking to people and listening. The office receives reports or complaints but often they are non-specific regarding who is doing what due to a fear of being labeled a snitch and it is difficult to address. He stated: "If there is a suspicion we need to investigate, we will, but if not, there are plenty of other things that have to be done."
- In January of 2007, the office received a complaint from Jim Hensley, owner of American Jet Charter, who stated that he believed that Interstate Helicopters was conducting charter operations with fixed wing jet aircraft. He did not provide or

know detailed information such as who the customers were. Mr. Jennings assigned two Inspectors to look into the matter. After two weeks, and no additional details or information, not enough information was obtained to verify the complaint. Mr. Jennings is skeptical of reports received from Mr. Hensley and felt that he might make complaints or allegations to shift attention from himself.

- Pilot qualifications for pilot in command and second in command for 14 CFR part 91 and part 135 were discussed. Requirements under part 91 were less stringent than those for part 135 operations. Single pilot operations for Cessna Citation aircraft were discussed. Mr. Jennings stated that the pilot must undergo a separate flight check to obtain a single pilot certification. The right seat might be considered as a passenger seat if the left seat pilot possessed a single pilot rating.
- Mr. Jennings was aware of a mishap that occurred while he was teaching at TSI. An Interstate Helicopter was transporting passengers and struck a power line over the Cimarron River.
- In his dealings with Interstate Helicopters he found that the company was pretty compliant although he did conduct an enforcement action against them regarding Hazmat training. After the recent in depth inspection on American Jet Charter, five separate violation reports were filed against the company. Most of the issues dealt with the recording of maintenance, failure to file process and procedures. Both companies do some of their own maintenance, but the heavy maintenance is done by other vendors.
- During the investigation of the accident involving N113SH, Mr. Jennings described his role as “facilitator” of personnel and equipment to the accident scene. He had no real role in the investigation itself although he did visit the site for the purpose of checking on the welfare of the three Inspectors who had been assigned to the investigation. He took no notes, photographs, or measurements. The 3 Inspectors who were assigned to the investigation were maintenance and airworthiness specialties. He did send an operational inspector out briefly on the second day. Mr. Jennings did retrieve the accident aircraft’s maintenance records from the registered owner of the aircraft but has had no other duties associated with its investigation.
- While at home on the evening of the accident, he noted an article on the web where an attorney for Interstate Helicopters was quoted as saying that the accident flight originated from the company’s hangars with United Engines personnel on board. The term “charter” was used. Mr. Jennings telephoned United Engines and received confirmation that the flight had been chartered and that the company had used those services several times in the past. Mr. Jennings requested copies of cancelled checks that would confirm the operations and was presented with 15 separate invoices showing charter flights received from Interstate Helicopter. Mr. Jennings shared his findings with his office manager and their regional headquarters managers. After Mr. Jennings’ office was able to confirm that an individual owned the aircraft involved in the accident, his office was relieved of the responsibility for any enforcement investigation activities and the region’s Charter Quest office took over that investigation.
- Mr. Jennings agreed that over the years there had been much turnover in personnel in the OKC FSDO. He stated that the office management team tried to rotate POI

responsibilities every 4 to 5 years. Although it would be ideal for one POI to brief the new oncoming POI of the status of the operators, this was not always possible.

Interview: Jim Johnson
Title: Owner, Interstate Helicopters
Date/Time: May 29, 2008, 0830
Represented by: not represented
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB
Christine Soucy, FAA

The interview was conducted at Interstate Helicopters offices on May 29, 2008. During the course of the interview Mr. Johnson stated the following:

- Interviewee's full name is James P Johnson.
- His date of birth is [REDACTED].
- He founded Interstate helicopters in 1978.
- His license and ratings are commercial, instrument, airplane and helicopter single and multi engine land. He has type ratings in the BE-30 and C-525.
- His total flying time is 15,000 to 17,000 hours. 90% of that time is PIC. His fixed wing jet time is 1300 hours (all in the Citation 525). His turboprop fixed wing time is 1200 hours. He completed his C525 (CJ1) type rating four years ago and has flown that type aircraft more than 300 hours per year since that time. He is current and qualified in the Citation, but is not qualified to give instruction. He has some SIC time in other fixed wing turbine aircraft.
- His dad had a small charter service in Oklahoma City and taught him to fly, and he hung out at the airport when he was young. He flew the C-172 and then learned to fly helicopters. Although he had flown airplanes all along, he got back into fixed wing airplanes in the 1997-98 time period because it was difficult to make living flying just helicopters.
- The CJ1 he currently flies is owned by three individuals, and he flies it single pilot except when he flies one of the partners, who prefers that he have a copilot.
- He prefers to fly single pilot because there are fewer distractions and he has a more consistent flow of communication. The modern jet is easier to fly than the 172 or multi-engine twin and consists largely of managing the aircraft more than flying it. His current aircraft, a CJ2+, has an FMS and was acquired a month ago to replace the CJ1 they had. It has newer avionics, including the Rockwell Collins Proline 21 system displays.
- Interstate Helicopters employs three full time pilots, one contract instructor, and a couple of pilots who are paid day rates.
- The FAA adds new stuff all the time; there are too many grey areas and many different interpretations of the rules. For example, he has attempted to add an RVSM manual to his certificate and still doesn't have approval from FAA after 4

- ½ weeks. Others people around the country say they can get such approvals in a day or a week. There are big differences between offices. This is very tiresome and makes you not even want to talk to them. They used to have common sense, but that's all out the door.
- In one case he was told “don't even send this” unless you have already made an airworthiness and registration request. The people at the FSDO were very rude. They said his airworthiness request had not processed through their computer system yet.
 - To fly in the right seat of a turbine aircraft like a Citation you must have an SIC or PIC type rating. If you just operate the radios you must only have a multi engine land and instrument rating.
 - He has never had any fixed wing aircraft on his Part 135 certificate because the paperwork and bureaucracy are such obstacles. He has thought about it but it is hard to say if he will add a fixed wing aircraft.
 - With regard to the accident aircraft, N113SH, he knew that it had had inspections 1 through 4 done, but had not seen the books or inspection records. He knew who owned it, but never had any direct contact with the owners. Brian McGhee took care of scheduling the airplane, and he is the only one he talked to. In 2007 Brian asked him if he would dry lease the aircraft. He was never involved in management of this or any other aircraft, but he did do some dry leases. Another person he dealt with for a dry lease of an aircraft was Neil Brown. He agreed to dry lease from Mr. Brown when he needed a substitute for his aircraft.
 - When asked who the operator of the accident aircraft was, he stated that “I put the flight together.” He called Brian and asked if the aircraft was available. He talked to Tim Hartman and asked him to fly. He asked Mr. Hartman because “he was one of the top five people here.” He knew Mr. Hartman's reputation through word of mouth and knew that he flew a Citation for Foundation Surgery. He had leased N113SH previously and Hartman had flown the airplane. He had no resume or flight time statement from Mr. Hartman. Mr. Hartman had been logging his flight time recently in some other way than his logbook, possibly in a computer. Mr. Hartman was current with Flight Safety. Mr. Hartman had been at Foundation for three or more years.
 - Flight Safety had simulators at ICT and SAT and had moved the CJ1 to SAT. The new CJ2+ simulator is in ICT and there is another in Florida.
 - Interstate Helicopters moved from Downtown Airpark to PWA in September 2004 because it was apparent that the field would be closed.
 - He asked Mr. Hartman to provide a copilot for the trip. He did not know Mr. Sandoval or his qualifications or background. He believed that the copilot would be required crew. N113SH is a single pilot qualified aircraft if the PIC is qualified under a waiver with a specific check ride. He didn't know if Tim Hartman had single pilot authority in this case.
 - Other possible copilots were Neil Brown and Lowell Halget, both of whom had flown the aircraft before. Mr. Halget was the second pilot at Foundation Surgery. He provided phone contacts for these two pilots.
 - He has had several bird strikes flying out of PWA, but these did not involve large birds. He knew of pelicans at the lake but had never had to avoid one. There are

lots of birds here, more than any other airport, and the FAA does nothing. There is a standard warning of “multiple bird activity” from tower.

- The standard departure clearance for south takeoffs is to fly 200° and maintain 3000’, which takes you right across the lake. You are stuck there. Why not climb to 15,000’, get up and get out of the way. His airplane climbs 4000 fpm. The handoff holds things up. He has never talked to anyone in the tower about changing this procedure.
- There are 60+ jet or turboprop aircraft based at PWA. The fixed wing charter operators there are American Jet Charter (AJC) and Airspeed Aviation. Airspeed is certificated out of Alabama and flies Beech Jets and Hawker 800’s.
- He was not here on the date of the accident. Amanda Morgan, his assistant, was here to load everyone on to the aircraft. They both knew Garth Bates and Tim and the other gentleman who was on the plane. He believes the accident had nothing to do with pilot error.
- “If you dry lease an airplane, you are responsible to find the crew and pay for the fuel.” There are twenty opinions about the definition of dry lease, but this is what it means.
- People he knew asked him to set up the trip; he found the aircraft and put together the information for them.
- He had been in N113SH once before, but was not typed in that model. It differs from the CJ that he flies in thrust, avionics and frame. They are both straight wing and a lot of things are the same. There are boots versus heated wing and t-tail versus no t-tail. The C-500 is not a t-tail. It is not challenging to fly. He flew stalls in the simulator, and they were not violent. The shaker came on with plenty of notice and recovery was very easy. You don’t have to stomp the rudder.
- He doesn’t understand what happened with the accident flight. There are a thousand takeoffs a month and nothing happens.
- He was acquainted with two of the passengers on the accident flight for 1 ½ years. They were good friends with the owners of the Citation that he flies. That airplane was recently sold and replaced with a CJ2+ (April 2008). The owners are Charlie Bowen, Bob Mills, and Roger Simmons.
- Although he put the flight together, he did not have control of it. Brian McGhee was responsible for that, and it was a Part 91 flight.

Interview:	Brian McGhee
Title:	Pilot
Date/Time:	May 28, 2008, 0830
Represented by:	Brad Donnell
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at the Marriott Hotel in Oklahoma City on May 28, 2008. During the course of the interview Mr. Smith stated the following:

- His full name is Robert Brian McGhee.
- His date of birth is [REDACTED]
- His licenses and ratings are ATP, with ratings in the A321/320/319, B737, Learjet, C500, 525B, EM190, EM170 SIC, and BA 3100.
- His total flying time is 11,500 hours and his PIC time is 10,000 hours. He has 2500 hours in the Citation, including 2200 PIC.
- His current position is First Officer on the A320 at US Airways. His date of hire was 2/2000. He is based at CLT, was formerly at DCA, has been on the Airbus about two years and has accrued about 700-800 hours on that type.
- He was at America West from 8/99 to 2/2000. Prior to that he was a simulator “P” training pilot at American Airlines on the MD-11 for 3-4 months. Prior to that he flew B727 at Kitty Hawk beginning 12/19/1996, and before that he flew for Travel Lear charter service at PWA in the Lear 20 and 30 series and Citation 500 series. His original C-500 training was in 1992 and that was when he was typed. He got his original training in a local training school in Forth Worth.
- He has had no accidents, incidents or violations. He had one failure on his initial CFI in 1987.
- He has done training of other pilots. He conducted C-500 type training in 1996-98 but it was not in connection with a school. He has done some training in the accident aircraft.
- He was involved in the purchase of the aircraft. He used “Central Controller,” a publication which lists aircraft for sale. He confirmed that the owner of the aircraft was Southwest Orthopedic. Dr. Cruse wanted another aircraft for personal transportation to play golf, for personal convenience and for business. He had a C-500 once before. The first one was in 1996 -98. He assisted Dr. Cruse in buying that one too. It was N787BA, and it was sold in 1998 or 1999 because “the time was right.” He believes that it was worth more than its original purchase price but doesn’t know for sure what Dr. Cruse’s real reason for selling was. There were no accidents or incidents with that aircraft.
- Originally, a pilot named Landon Himelright was hired to fly N113SH for Dr. Cruse. Mr. Himelright managed the aircraft. Mr. McGhee assisted if he had time. After Himelright left, sometime in late 2005, Mr. McGhee maintained the logbooks. When the aircraft was purchased in 2004 it had a fresh 135 and spar modification done by a Cessna service center. It was a low time airframe and was pretty complete.
- He went to Russ at service center for maintenance. He had used ET mechanical, but they could not take any more airplanes. He used Russ when he couldn’t get it in at ET.
- When asked if he received compensation for helping to find the aircraft, he said no. He did not receive compensation for arranging maintenance. He then stated that Dr. Cruse paid him \$10,000 for finding the aircraft about a month after the purchase. After Himelright departed McGhee took over but was not paid for doing so. He just

did it in his spare time. Once or twice a month he would contact Russ, who ran a Cesscom report to see if it needed maintenance.

- The airplane didn't fly much. Cruse used it 3 to 4 times a year and it flew 10 to 12 times a year on average. McGhee knew Himelright; this was his full time job but he only flew 4 or 5 times in a year. Dr. Cruse considered salary versus usage and decided to stop paying Himelright salary. McGhee does not know what that salary was. Rates vary widely from \$30,000 to \$60,000 for that type of position. Mr. Himelright is at American Eagle now.
- He flew right seat for Mr. Himelright a couple of times but Himelright was single pilot qualified. The aircraft was "Shannon waived," which required annual training at a manufacturer-approved location. McGhee had also received the training.
- He was furloughed from US Airways and flew for Raven Resources from 2002 to July of 2007. He flew single pilot in the C-500 series during that time. He was trained at Flight Safety every year from 2002 to 2006, and flew about 400 hours a year. Raven Resources is an independent oil company located on Macarthur Blvd in Oklahoma City. He flew 3 different planes for them during this period, a C-550, C-560, and a CJ3, as they bought and sold them. He was almost always single pilot. Himelright flew there as copilot for one year.
- There was a pool of 3 to 5 free-lance pilots around PWA that he knew. To fly as copilot FAR-wise, the minimum currency was 3 takeoffs and landings and familiarity with systems operations and normal and abnormal situations in the aircraft. Any CFI typed in the aircraft could conduct the training.
- He occasionally had a copilot when he flew the aircraft. He had used Landon and Neil Brown for this. Mr. Brown lives in Edmond, OK. He had never flown with either of the accident pilots. He had not trained either of the accident pilots. He did no training for Southwest Orthopaedic.
- He would fly the aircraft if asked or would try to find another pilot to do it if he could not. Heather called looking for people and McGhee gave her Neil's number.
- He did not know the accident copilot at all and had never heard of him. He knew the captain and that Mr. Hartman was single pilot qualified. He did not know that a copilot would be going on the flight.
- Capt. Hartman was chief pilot for Foundation Surgery and had a good reputation. Foundation had their own aircraft but would use Dr. Cruse's aircraft when theirs was not available. Foundation's aircraft is a Citation II hangared at PWA. He does not know who actually owns that aircraft. Mr. Hartman's flight time and resume had become know to him and he had seen it, but he does not have it now and that would have been years ago. He had been chief pilot since 2001 at least. He also knew Lowell Helget, another pilot at Foundation, through telephone conversations.
- The C-500 is easy to fly with an engine out. He has done a lot of type training in the aircraft type and has never flown with anyone who couldn't fly it or get a type. It was pretty simple.
- The PWA airport sits between two lakes, so there is a constant bird hazard. Tower has in the past issued warnings but has not as much in the last several years. The departure route to the south of 200° heading is right over the lake, which is a bird preserve. OKC airport traffic requires a turn in that direction and you are held down

due to approach traffic. Many pilots request 15,000 on departure but most just fly as assigned. He has taken a bird strike in a Lear on the windscreen.

- He did not know of weight and balance documents done on the accident flight.
- The CVR tested okay the last time he flew it and he was not aware that it wouldn't work. He was out of the habit of testing it. The aircraft didn't come that way (with an inoperative CVR). N113SH had upgraded avionics installed by Advanced Avionics. It had a Garmin 500/400 package with mode S transponder. He does not know if Advanced checked the CVR. He had to get some of the avionics installation changed by ServiCenter.
- Regarding payments from Southwest Orthopedics, he was paid when he flew it. He last flew it over New Year's, PWA to RDU and back and then to Scottsdale and back. Dr Cruse and his family went. Occasionally they had friends of Dr. Cruse on board when he flew it. He never knew of any charter flights and never maintained a 135 certificate.
- There are several part 135 operators at PWA: American Jet Charter and Flight Concepts (which used to be Millionaire). He was Director of Ops and Chief Pilot for Travel Lear charter service about 10 years ago, so he is familiar with 135 operations. He is not sure if they still have a charter certificate but he thinks they are still around.
- When he was at Travel Lear Nancy Aadeline of the OKC FSDO was the only one Lear qualified at the FSDO. She did proving runs with the C-500. He has no idea what it costs to charter a C-500. His flights with FSDO inspectors from OKC FSDO were always official, never personal type flights. They called someone from another region for the line checks because no one in the FSDO was qualified in the C-500.
- He flew here for Dr. Cruse only when he was furloughed. He has done no other flying around here since the New Years flight. The aircraft has been for sale for over a year. He doesn't know why. He is well acquainted with Dr. Cruse, who is an orthopedic surgeon and likes golf and football.
- He was advised by counsel not to discuss Dr. Cruse's business interests.
- McGhee was contacted for the accident flight when Jimmy Johnson wanted to use the airplane for that day. He was having trouble finding a pilot to fly the trip. He doesn't recall where it was to go but he couldn't fly the trip, so Jimmy called others on his own list and got Tim Hartman. The decision to use a copilot or not was left up to the pilot. He would use one if he knew he was going to a busy airport or environment or if the pilot wanted to go along to garner experience.
- He has had 2 bird strikes on arrival to PWA, once in a Duchess or C-310 and once in a Learjet. The jet was on landing flare and the twin was about 300 feet in the air on approach. There was no damage to either aircraft. The strikes were on the copilot's side and were on the windscreen. His copilot reacted by leaning toward the center of the aircraft. The copilot was the PNF and did not touch any of the controls when he ducked over toward the center console of the aircraft while trying to avoid the bird. He thought the bird was a seagull and it made a big mess on the plane. He is aware of birds in the area, especially ducks and geese and that this area is a major flyway. He has heard of the American White Pelican and knows it is a very large bird. He hunts quail and duck sometimes.

- In the military they talked about birds all the time. PWA is not a federal tower now and they do not emphasize bird hazards. He would change the ATIS to state actual bird hazards rather than just the standard bird activity warning, which goes out whether there are birds present or not.
- You can get METARS with or without NOTAMS.
- On the New Year's flight he checked the CVR and got two mike bumps and a green light.
- He had never used the aircraft for a charter and would be surprised if that had been done. He crewed the aircraft when asked. He had given some flight lessons to Dr. Cruse, who was a friend, but not in the jet. He never had a written agreement with the doctor, but he agreed to take care of the logbooks.
- Jimmy Johnson had access to 3 or 4 aircraft with multiple owners. He would dry lease these aircraft from wealthy individuals. They buy shares or own aircraft, which is "the new first class." Jimmy crews and maintains the aircraft, but he had access to Cessna with a password. He had no responsibilities for the aircraft. Sometimes Jimmy would tell him that Cruse doesn't answer his phone. If Cruse didn't need his own plane, Jimmy could use it. He had used the aircraft 3 times in 2 years.
- He has seen white pelicans around there.
- Jimmy wanted to use the aircraft on 3/04 and he got Hartman to fly it. He didn't know who was going to be aboard. He is only home 11 days a month. Jimmy has his own pool of pilots; he had tried to work for Jimmy but never had.
- He did not know the passengers on the accident flight. He knew nothing about them.
- No one ever asked him to fly a charter.
- The operator of the flight was "Jimmy, I guess, Interstate Helicopter or whatever he calls it."
- The aircraft had been dry leased about 3 times in 2 years. He had no idea that anyone was using the aircraft for charter. Jimmy has been around for 30 years with helicopter charter and aircraft management ops. He was downtown for years and years and then moved to PWA. Regarding Johnson's maintenance authorization, he had hired a mechanic but doesn't know if he had a repair station. He knows that Clint Creason, who was inspector at Commander Aircraft before he went to work for Jimmy. Clint is an IA and a pilot and is still working for Jimmy.
- Cruse got divorced, so he flew 10 to 12 trips this past year, which is the most ever. Neil Brown dry leased the plane and Foundation Surgery but not in the past 12 months, and Interstate Helicopter were the ones operating the aircraft.

Interview:	Bill Moore
Title:	President, United Engines and United Holdings LLC
Date/Time:	June 4, 2008
Represented by:	Not represented
Ops Group:	Roger Cox, NTSB

The interview was conducted at the offices of United Engines, LLC on June 4, 2008. During the course of the interview, Mr. Moore stated the following:

- The interviewee's full name is Billy Frank Moore, Jr.
- His date of birth is [REDACTED]
- He has been with the company for 35 years. Prior to the accident, he held the position of Executive Vice President. His current title is President of United Engines and United Holdings LLC.
- He had no direct knowledge of how the charter flights were set up.
- He had never flown on the accident airplane, N113SH.
- He has flown on charters provided by Interstate Helicopter multiple times. He could not state when the charter flights occurred but stated that he had last flown with them within the year.
- Ms. Jamie Hooper, the Executive Administrative Assistant for United Engines, makes the travel arrangements and has been doing that for the past 2 years.
- The company personnel have chartered flights from Wiley Post Airport with other providers such as Millionaire and Travel Lear.
- United Engines used to have a share/partnership in a Beechcraft King Air 90C.
- The King Air was certified and maintained to 14 CFR Part 135 requirements.
- Travel Lear maintained the King Air for the company for a couple of years.
- The previous owner of the King Air was his partner, Jay Morton, in 2000 to 2003.
- Mr. Marshall Wier at Travel Lear was his point of contact. Mr. Wier is in the oil and gas business now.
- After the King Air was sold off, the company chartered flights with what was available.
- The company employed two FAA pilots to crew the King Air for them. The FAA pilots Lauren Roberts and Bob (he could not recall Bob's last name) helped keep them up to date on the regulations and requirements of part 135 operations.
- When they no longer needed the King Air for personal use and it was no longer getting much charter use, it made sense to get rid of it.
- United Engines used several of what they believed were charter companies in good standing.
- They never leased or purchased block time. They believed they were simply chartering an aircraft.
- Locating a charter operator was as simple as looking in the Yellow Pages of the phone book or using the Internet to locate an air charter service.
- Their communications with the charter company were through e-mail to make the arrangements for a flight.
- He believed that he had spoken with the owner of Interstate Helicopter, Jim Johnson, on occasion.

- He had never discussed Interstate’s status as a charter operator, but after the crash, Mr. Johnson told him that he was a “facilitator” of the aircraft.
- Mr. Moore was not the organizer of the flights.
- He believed that all of the executives using the flights felt that the aircraft and companies were legitimately charter certified.
- He does not know Dr. Cruse, the owner of N113SH.
- He stated that the only pilots their company used for their King Air were the two FAA pilots. When the aircraft was used for other charter work, it probably had other crews.
- None of the executives aboard the accident flight had any interest or ownership of an aircraft at the time of the accident.
- His company found the charters on their own and did not use a consultant or other entity for advice.
- Since the incident, the company has changed its thinking and now requires copies of the pilot and aircraft certifications as well as insurance information.
- United Engines is made up of five companies: they have an engine and transmission distribution for Allison; build engines for general motors and natural gas engines, natural gas compression units for pipeline use, Thermo King refrigeration units for trucks, and nitrogen pumping equipment for the trailer industry.
- The deceased executives and their titles are as follows:
 - Garth Bates: President and CEO
 - Frank Poole, Executive Vice President and COO
 - Lloyd Austin, Special Projects Coordinator
- Lloyd Austin was an executive of United Holdings LLC, under which United Engines is a part.
- All charters with Interstate Helicopter were for fixed wing aircraft.
- The company had thought again about purchasing another aircraft; however they were not yet serious. It had not gotten to the point of pricing and shopping.
- Travel Lear’s old offices were in the same hangar as Interstate Helicopter.
- When asked whether there was a cost advantage to working with Interstate Helicopters Mr. Moore stated that his company was not price sensitive. The company is more time sensitive and whether the aircraft fits the needs of the proposed trip. They match the aircraft to the number of passengers for the flight and the length of the flight. As a rule, they favor twin-engine jets and King Airs. They are not brand specific regarding jet aircraft.
- The company does not favor any particular charter operators. They had used Millionaire (which is now Flight Concepts), Interstate Helicopter, and Travel Lear when they needed to charter an aircraft.
- The company also uses regularly scheduled airline service, especially if direct flights are available.
- United Engines believed that the accident flight was a charter flight.

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Interview: Amanda Morgan
Title: Manager, Interstate Helicopters
Date/Time: May 29, 2008, approximately 1030
Represented by: not represented
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB
Christine Soucy, FAA

The interview was conducted at Interstate Helicopters offices on May 29, 2008. During the course of the interview Ms. Morgan stated the following:

- Interviewee's name is Amanda Morgan.
- She had worked at Interstate Helicopters about five years.
- Her duties include preparing the aircraft, doing such things as cleaning, stocking, loading coffee and arranging for fueling. She checks with the pilots on what the fuel load should be. She also provides customer and crew itineraries, makes hotel and car reservations, sets up a flight log to include passenger names, and greets the parties who will be flying.
- She informed Garth and Frank, two of the passengers, that arrangements had been made for their hotel room, rental car, and trip itinerary. Garth had been a partner in a King Air 90 with another customer. They loaded and started up. She went inside, and ten minutes later she received a call from Atlantic Aviation that the plane had gone down. Atlantic had just provided the fuel.
- The crew arrived at approximately 2:00 PM. The copilot was the first to arrive. During the time that they were preflighting the aircraft she was cleaning and stocking the aircraft and did not observe the pilots. She saw the crew outside the aircraft then waiting for the passengers. She spoke to Tim (Hartman) about his kids and fishing and his hotel and car reservations.
- She did not observe who was sitting in what seat when the airplane departed. Tim is normally PIC and flies in the left seat.
- Tim generally flew with Lowell. Tim told her that he was taking one of his friends from Weatherford that he'd flown with for years as copilot.
- She did not provide a weather report for Tim but did inform him of the destination arrangements and the passenger weights. She did not observe a flight plan, weather report, NOTAM's or other paperwork that the crew may have had.
- Passengers arrived at approximately 2:50 PM. She met the passengers in the parking lot and helped them carry their bags to the airplane. The pilots put all the bags in the external baggage compartment.

- The airplane was scheduled for a 3:00 PM departure. The flight actually left around 3:05.
- She talked to Tim, who told her how much fuel to put on board, then she arranged for the fueling to be done. She asked all three passengers their weights and she observed that each of them had a hanging bag and a small suitcase. The pilot does the weight and balance.

Interview: Angel Potts
Title: Manager, Human Resources United Engines, LLC
Date/Time: June 4, 2008
Represented by: not represented
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB
Christine Soucy, FAA

The interview was conducted at the offices of United Engines, LLC on June 4, 2008. Mr. Bill Moore was also present. During the course of the interview, Ms. Potts stated the following:

- Interviewee's name is Angel Potts.
- She has worked for United Engines LLC since 2001. She presently holds the position of Manager, Human Resources. She previously held the position of Executive Assistant, and managed both positions for a period of approximately 2 ½ years before a newly hired employee was assigned to the Executive Assistant position.
- The company began booking charters with Millionaire and Travel Lear but switched over to Interstate Helicopter for the past 1 ½ to 2 years. She learned of Interstate Helicopters through Mr. Garth Bates, an executive with United Engines, who had gotten the information through Charlie Bowen, a business friend and neighbor of Mr. Bates. Mr. Bowen owned a Freightliner truck dealership, Around The Clock Freightliner (ATC Freightliner).
- Mr. Bowen was a frequent customer of Interstate Helicopter.
- Ms. Potts stated that the Interstate Helicopter prices were very competitive and that they were a little bit cheaper to use than the Millionaire or Travel Lear companies.
- When Interstate Helicopters got the planes that the company executives liked to use, they did more business with them.
- She was not aware of any complaints against Interstate Helicopter.
- She did recall that Mr. Bates complained on two occasions when it seemed to take too long to receive a confirmed aircraft or price for a trip request. She explained that Mr. Bates needed to know very quickly whether or not the flight could be chartered because he needed to confirm his travel and meeting plans.

- She did not recall any instances when Interstate Helicopter was unable to provide an aircraft for a proposed trip.
- She recalled that one of the executives, Frank, was particular about what type of aircraft were chartered. He had had a pilot license when younger and was very knowledgeable. The King Air seemed to be the most popular choice. She did not recall using the Citation before.
- She said that they did not know who actually owned the individual aircraft that were used for their charters.
- There was no written contract with Interstate Helicopters for the travel services.
- She believed that she was purchasing a flight. She was not aware of whether the aircraft were individually owned but assumed that regardless, they were appropriately used in the charter business's care.

Interview:	Don Roney
Title:	Training Center Manager, PrestoSim
Date and Time:	July 17, 2008, 0930
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB

The interview was conducted by teleconference. Mr. Roney was at his office in Grapevine, Texas. During the course of the interview Mr. Roney stated:

- His name is Don G. Roney.
- He is the Training Center Manager at PrestoSim.
- He assumed that position in March 2008. Tom Brown was the last previous manager. He originally did regulatory compliance at PrestoSim. He had recently returned from Guam where he had managed an air carrier.
- They did have records of Tim Hartman receiving single pilot recurrent training there designated as under the Cessna exemption.
- This training center was established in January 2005 and is relatively new.
- They do not conduct any part 121 or 135 training.
- In order to enroll in CE-500 single pilot training they have minimum experience requirements.
- Mr. Hartman's ground school was taught by Eugene Bynum and his simulator and practical was taught by Mark H. Matherne. He received 4's in everything, where scoring is 1-5 and 5 is the top score. The only comment on the training form was "PTS std."
- Their program allows a seasoned pilot with 500 hours jet time to become single pilot qualified in the CE-550. The requirements for initial qualification are a

commercial or ATP license, a second class medical, 1000 hours total time, 75 hours instrument, 40 hours actual instrument, 50 hours night, and 500 hours PIC or SIC turbine. The Citation 550 was an FAR 25 airplane with a two man crew required. Part 23 allowed single pilot operation of the Citation, and there were exemptions available from the requirements of the FAR's. These required a yoke activated transponder, a headset and a three axis autopilot. Cessna owns the exemption which is shown on Mr. Hartman's training certificate. The training lapses after 12 months and must be renewed.

- Differences training must be conducted if you fly the 550 simulator and operate a CE-500.
- If you do not meet the training and currency requirements of the single pilot exemption you must have a second-in-command who meets the requirements of 61.55.
- For single pilot training and checking the examiner is in the right seat.
- Their curriculum for this training is called SPRR, for single pilot recurrent training.
- If the training is not conducted in a level C or D simulator, then an aircraft check is also required. PrestoSim has a level A simulator, and the aircraft check is required. 85% of maneuvers can be accomplished in the level A simulator, but landings must be done in the aircraft. If the candidate does not provide his own airplane for flight training they charge \$2800 per hour.
- PrestoSim conducts a compliance requirement check during the first 30 minutes of ground school for this training. The candidate fills out the compliance form and signs it. Mr. Hartman signed the form and dated it June 2006. He completed another recurrent form on July 9, 2007. PrestoSim's files are purged after 13 months, so they would not have records further back. However, his paper file contains a certificate from CAE Simuflite for Cessna Single Pilot Certification dated June 7, 2005.
- Mr. Hartman could not fly a CE-500 single pilot under the Cessna exemption shown on his training records and his certificate. If he had a Shannon exemption he would have been able to fly a CE-500 single pilot. The training which is actually conducted for the three types of exemptions is virtually the same, and some pilots, such as aircraft dealers, get all three on their certificates. The Cessna exemption is free and applies to certain models, including 550, 560, Bravo and Ultra.
- In a further discussion with Mr. Cox of NTSB in October 2008, Mr. Roney agreed that because the "CE-500-S550 differences" block was checked on Mr. Hartman's Compliance form (completed 7/09/2007), Mr. Hartman had been properly trained to fly the CE-500 single-pilot.

Interview:	Monika Sandoval, wife of copilot
Date and Time:	August 28, 2008, 1500 EST
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB

The interview was conducted by teleconference. Mrs. Sandoval was at her home in Weatherford, Oklahoma. During the course of the interview Mrs. Sandoval stated:

- Her name is Monika Sandoval.
- Her husband was Rickie Sandoval.
- She believes their Mr. Sandoval had given lessons in a C-172 during the week before the accident, but she could not say exactly when. He did not fly in the 24 hours before the accident.
- He slept normally the night before the accident, and was healthy and well rested.
- He had no current flying jobs other than giving flight lessons and working for Dr. Schoenhals flying the C-340. They were in partnership with her brother-in-law and sister-in-law in a Quizno's restaurant.
- He had gone to school more than a year ago at SimCom to train on a twin engine airplane. He had not gone to any other flight schools since that time.
- She did not know about the accident airplane or the owner of that airplane, and was shocked to hear that Southwest Orthopedic was the owner.
- Rickie had had one or two days notice for the accident flight. He told her that he was getting ready to apply for the airlines and he wanted to build his flight hours. Tim Hartman needed a copilot that day. Rickie intended to visit his best friend, who lived in Minnesota, on the trip.
- She and Rickie had been missionaries together in Brazil for ten years. They returned in 2002.
- She had met Tim Hartman, but was better friends with his two brothers.
- To her knowledge, Tim Hartman had no health issues or problems.
- When she flew with Rickie, they were always on the lookout for birds.
- She wanted to know if a flock of birds could be identified on air traffic radar.

Interview:	Dr. Glenn Schoenhals
Title:	Owner of BLJ Air LLC
Date and Time:	July 17, 2008, 0900
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB

The interview was conducted by teleconference. Dr. Schoenhals was at home in Oklahoma City, Oklahoma. During the course of the interview Dr. Schoenhals stated:

- His full name is Glenn Schoenhals.
- He is the owner of BLJ Air LLC, which operated a Cessna 340, N830BJ.
- He had employed Rick Sandoval as the pilot of N830BJ. He had learned of Mr. Sandoval through his old friend, Mr. Rich Mason. He had gotten to know Mr. Sandoval well.
- He had retired as a physician 1½ years ago and had started a baseball equipment company, so he had begun to need a pilot who could fly his plane on weekdays. Mr. Sandoval was available, and had become a friend and an asset to his business. Mr.

Sandoval had computer skills and a love of baseball, so he considered working for Dr. Schoenhals his dream job. Dr Schoenhals knew Mr. Sandoval's Dad, his wife and his kids.

- On the day of the accident, Mr. Sandoval was scheduled to fly a trip to Shreveport for him in N830BJ, but that trip was cancelled. Mr. Sandoval became a last-minute fill-in for the accident flight.
- Mr. Sandoval had the best credentials on paper and had passed all the tests. A minor issue was that he tended to get lost when he rented a car while on trips.
- Mr. Sandoval knew Mr. Tim Hartman because they were both members of the Christian Church in Yukon, Oklahoma.
- He had sent Mr. Sandoval to school on the C-340 in Florida or Dallas. The training was expensive but it was required by his insurance. Insurance required that the pilot have 500 hours in the airplane and/or a yearly check out. The training took place the first quarter of 2007, probably in January or February.
- He placed Mr. Sandoval on retainer, which was \$3300 per month or \$300-350 per day. He needed to fly during the week and on a moment's notice. The agreement was not formal and was month to month. He had been "slow-paying" because the business wasn't going well, but after the accident he gave Mr. Sandoval's wife the next month's paycheck.
- Mr. Sandoval had been a bush pilot in South America and had always wanted to fly.
- Mr. Sandoval ran his own flight school in Weatherford, Oklahoma.
- Mr. Rick Mason had once been in charge of the flight department at Foundation Surgery, but changed jobs and no longer flew for a living.
- He had heard that there were part 135 issues with the accident flight.

Interview:	Lyndon Shumaker
Title:	Captain, UPS Airlines
Date and Time:	July 17, 2008, 1000
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB

The interview was conducted by teleconference. Captain Shumaker was at home in Yukon, Oklahoma. During the course of the interview Captain Shumaker stated:

- His name is Lyndon Shumaker.
- He went to high school with Tim Hartman. He had lost track of him, but about five years ago had moved in one block away from Mr. Hartman. He was not around during the time that Mr. Hartman was learning to fly. They had grown up in Sayre, Clinton, and Weatherford, Oklahoma.
- He had flown with Mr. Hartman four times, three times in the Citation and once in a piper cub. He had been with Mr. Hartman on his trips to Houston and to San Antonio. These flights were the only time he had been in a corporate jet.

- He is an Instructor Pilot at UPS, and his judgment from observing Mr. Hartman was that he had an excellent command of the aircraft. He trusted Mr. Hartman to the extent of allowing his only child to fly with him in the Piper Cub.
- He knew nothing about Mr. Sandoval. He believed that Mr. Hartman knew Mr. Sandoval through their church, which was the Church of Christ. He believed that Mr. Hartman would take pilots with him who he felt comfortable with. He had met Mr. Sandoval one time and understood that he had been in Brazil.
- Mr. Hartman had flown a lot of general aviation aircraft and had owned a number of airplanes including an ultralight and a taildragger. The Citation was the biggest aircraft he had flown.
- Mr. Hartman received the Citation 650 type rating because his employer, Tom Michaud of Foundation Surgery, had been very close to a deal to purchase a Citation III (also known as Citation 650) and he decided to send pilots to train on the airplane. After the training occurred, the deal on the airplane fell through. Tracy Yoder and Lowell Helget had accompanied Mr. Hartman for the training.
- Tracy Yoder is the airport manager in Clinton, Oklahoma and flew with Mr. Hartman the most. She was in the Citation 650 simulator with him.

Interview:	Bill Smith
Title:	Facility Manager
Date/Time:	May 28, 2008, 1200
Represented by:	R. Brook Lewis, AGC410, FAA HQ
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at FAA OKC FSDO offices on May 28, 2008. During the course of the interview Mr. Smith stated the following:

- Interviewee's full name is William A. Smith, Jr.
- His date of birth is [REDACTED]
- His date of hire at FAA was 10/1989.
- He has been at this FSDO since July 2006. In order going back, he has been Ops Unit Supervisor at FTW FSDO for 3 years, Ops Unit Supervisor at DAL FSDO for 2 years, Ops Unit Supervisor at AMR Eagle for one year (APM on the FK100), Ops Unit Supervisor at DAL for one year, inspector at Baton Rouge and inspector at Seattle. While at the DAL FSDO he was Assistant POI on the Mesa certificate.
- He has an ATP MEL with a FK-100 type rating, a commercial SEL and Sea, and a CFI SMEL and Instrument.
- His total flight time is 6000 hours. His PIC time is 3000 hours. He has flown NAVAID's flight check and a lot of CFI, and he has turbine time in the King Air 100.

- He did not have major involvement in the accident investigation. He made one trip to the scene and provided a requested cell phone tape to Christine.
- Regarding his knowledge of problem or illegal part 135 operators at PWA and OKC, he said he had a discussion with Wayne Fry, his predecessor. They looked at Southwest Aviation Industries in Tulsa and spent 30 days closing out a certificate in Clinton the year before. He had had one complaint about Interstate Helicopters but it provided very little useful information. He sent out inspectors to check the allegations, do ramp checks, and check base records and trip records. He found no evidence of illegal charter. He had no knowledge of Southwest Orthopedic or its' airplane.
- They have followed the guidance in the 8900 to make special inquiries into operational control, and have been dealing with that for over a year. Because they have been consistently short staffed, they borrowed one inspector from FTW to assist in these inspections.
- While conducting the operational control inspections mandated by FAA Headquarters for all operators, they found a few minor paperwork issues at Interstate Helicopter which they fixed while they were there.
- A copilot who operates a part 135 jet needs to go through an approved training program including indoctrination and simulator, and have 293, 297 and 299 checks and be current. A copilot of a 2 pilot jet operating under part 91 needs a commercial and instrument rating and aircraft training. Right seat training and oversight for 91 is less than 135. Almost anybody can sit in the right seat as a passenger if the pilot is operating the airplane as single pilot. This can be done for familiarization.
- OKC FSDO inspectors participate in the 40/40 program and use the FACTS program to record their training. They do rent aircraft from the same operators who they oversee. They have rented helicopters from Interstate Helicopters. They have rented from a 141 operator out of Tulsa. Some inspectors own their own airplanes but no inspectors fly for compensation outside the FAA.
- He believes that the operator of the accident flight was Interstate Helicopters. They caused that aircraft to make that flight. It is not legal for them to lease crews.
- Turnover in his FSDO has been significant. Ten out of 30 inspectors are new. One experienced inspector, Monte Davis, retired. Jeff Jennings has a strong helicopter background and was an army helicopter pilot.

Interview:	Larry Smith
Title:	Aviation Safety Inspector, FAA National Flight Program Oversight
Date/Time:	May 28, 2008, 1500
Represented by:	R. Brook Lewis, AGC410, FAA HQ
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at FAA OKC FSDO offices on May 28, 2008. During the course of the interview Mr. Smith stated the following:

- His full name is Lawrence G. Smith.
- His date of birth is [REDACTED].
- His date of hire with FAA was originally 8/1984. He has had breaks in service, but his total service time is 25 years with FAA.
- His licenses and ratings are ATP, AMEL, BE-300, with C-500, SF-340 type ratings. Commercial ASEL, glider. CFII ASMEL, CFI glider and CFII.
- His total flight time is 6000 hours, PIC time is 5400, turbine 1200 – 140, with about 1000 in the Saab. His C-500 time is 100 hours not counting simulator. He is no longer current, but at one time he maintained currency on all different (11) variants.
- He has over 30 years of federal service, including ten years in Flight Standards. He worked for Northwest AirlinK as a Captain and Saab 340 check airman from 1999 to 2001. It was then called Express Airlines, which is now Pinnacle. He spent two years flying PA-31 and C-210 aircraft in freight forwarding from 1985 to 1987.
- He is currently an Aviation Safety Inspector with the FAA National Flight Program Oversight Office. His office is responsible for Flight Management Order 4040.9 and audits all FAA users of government owned or rented airplanes. His “biggest customer” is FAA Flight Standards; they do for FAA what FSDO’s do for the aviation industry. There are 21 organizations who own or operate or rent aircraft, including OMB, GSA and DOT. He has been in this position just over a year (May 13, 2007).
- Prior to his current position he was an ASI for the OKC FSDO from 2001 to 2007, and he was POI for six part 135 operators. These included Omni Air Transport, Flight Concepts, American Jet Charter, and Aviation System Standards, which was flight inspection aircraft (18 beech 300s). He was never POI for Interstate Helicopters. Sierra Aviation became Flight Concepts but they got bought out and are gone from this area.
- For an inspector to be assigned an operator as a sole assigned task requires over 30 aircraft on the certificate.
- At one time he was assigned to Reno Air, a Part 121 Air Carrier in Nevada.
- During his tenure at OKC FSDO he did hear allegations of illegal part 135 operations at PWA. He and another inspector chased several of these suspected operations. At one time he tried to prosecute the operator of an Aerostar which appeared to be an illegal operator. During a lengthy period of appeal for re-examination and after the operator had been left a voicemail that he had ten days before there would be certificate action, the pilot had a fatal accident near Austin Texas. That was in 2003. His manager at the time was Chris Keyes, and he had support from him for this enforcement effort.
- He was not aware of any others who had clandestine intent. The Oklahoma State Basketball team accident occurred before his assignment to the OKC FSDO.
- There are so many things to look at when inspecting part 135 certificate operators. The biggest thing is to use a checklist for operations and maintenance. He focuses on training and checking of record maintenance. He looks for the training records and checking that has been done, the operations manual, and how they physically do

business. These things are usually determined by the management staff. In their use of their manual, he asks is it a good nuts and bolts guide for how to do business? Training is continuously received from an acceptable training center such as Flight Safety for the aircraft they fly. Operational control issues include dispatch of aircraft or flight following functions as well as how the pilots operate when weather or maintenance problems occur. They must know whether the aircraft are owned or leased. They must know who is aware of when and where the aircraft are being operated. The chain of command for decision making such as chief pilot, director of operations, etc. is examined for effectiveness.

- The regulations are cumbersome.
- American Jet Charter has been in business since at least 1980. They had five turbo jet and six turbine powered aircraft, including a falcon, two sabres, a bombardier, and a citation. They have always been at PWA. When he assumed the POI position, there were problems related to having had an inexperienced inspector. They did not meet all requirements. They had combined management positions which they were not authorized to do due to their size and scope. The ops manual “sucked” when he first became their POI. Mike Miller was the POI and that was his very first ever assignments. He is now at the academy. He just did not know better.
- There are 3 basic types of 135: single pilot, basic (not more than 5 planes and 5 pilots), and full fledged. You can combine positions when you are a basic operator, but not if you grow to full fledged. Most operators are not aware of these distinctions.
- On the recent inspection items there was no intent to defraud or cut corners and they were not safety related. He believes all discrepancies have been resolved. American Jet Charter is absolutely trying to do it by the numbers and as accurately as possible and within the requirements. They are not there completely yet, but he (Hensley) is trying to do it right.
- He was not aware of any enforcement or violation that required action against AJC. He stated that only administrative action regarding the Operations Manual was necessary.
- Of all the 135’s he had seen, Omni was the best and Southwest Aviation Specialties was the worst. They found serious violations at SWAS from January 2004 to March 2005.
- He had interactions with Interstate from 2001 to 2007. In the 2001-2003 time frame they found an individual working at Interstate had falsified his flight time experience. He claimed to have gotten 600 hours of helicopter time in two months. They tried to pursue this, but their FAA attorneys dropped it like a stone. They still filed a warning letter hoping that the record would be used to get him if he continued to do inappropriate things.
- Interstate manuals were substandard. All POI’s that he knew struggled with Mr. Johnson. It was a struggle. They had difficulty getting a correct document and with record keeping. Things were always being returned.
- Gene Doub, former NTSB investigator, did an audit of Interstate in 2007. He found that Airflight in Shawnee (Mark White) would not work on Johnson’s aircraft due to some homegrown maintenance done at Jimmy’s.
- There were no fixed wing aircraft on their 135 certificate.

- He related details of several attempts to follow up on illegal charter tips, none of which were successful. Follow up on this type of report is difficult if he received a tip from John Q Public. Mr. Hensley is crusty but his information is good. Catching a violation would entail an on scene challenge inspection. You cannot make the assumption that the scenario is illegal. You need a clear coordinated plan. This is not easy to do.
- No one in FAA has successfully been able to identify an illegal operation in OKC.
- He had 5 enforcement actions completed and ready but got no support from Wayne Fry and Bill Smith. One involved RVSM violations. On February 10 he did get a two hour block of time authorized to do a surveillance of Interstate. It was not successful. The FSDO had an iron clad reliance on “R” (required) items to the exclusion to any ad hoc surveillance. There was inadequate manpower and budget for the necessary effort to catch violators of charter rules.
- In 2005 there were over 30 operational issues that should have put them on the ground until they were corrected.
- Between January 16 and February 10, 2007 he did flight checks at PWA. On one occasion he found Johnson improperly fueling a C-500; there was no ground wire. He believed this was preparatory to a charter flight and he waited half a day for passengers to show up to ask them questions. He brought this to the attention of Jennings. It was assigned to Mike Alkana and himself.
- For inspectors who fly, both in aircraft and sims, the check airman must be current and qualified to do the checks. There are exceptions to that, but for someone doing a test or check, they have to pay for the aircraft for ethical reasons. They must complete the inspector’s check ride successfully before any other checks are provided by that same inspector to someone else. It is a “government aircraft” during the rental.
- “Managing” an aircraft is a nebulous term which gives the inspectors trouble.
- He doesn’t know part 91 well enough to say for sure what qualifications are needed to be SIC in a Citation. For part 135 it is very clear. Crossing the border requires SIC qualification to meet ICAO regulations.

Interview:	Jim Stokes
Title:	Aviation Safety Inspector, Federal Aviation Administration
Date/Time:	May 28, 2008, 1300
Represented by:	R. Brooke Lewis, FAA AGC-410
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB Christine Soucy, FAA

The interview was conducted at the Federal Aviation Administration Oklahoma Flight Standards District Office on May 28, 2008. During the course of the interview Mr. Stokes stated the following:

- Interviewee's full name is William James Stokes.
- Date of birth is [REDACTED].
- He has been employed by the FAA for 11 years as of May 27.
- He has an ATP ASMEL, CFI ASMEL, CFII, commercial helicopter with instrument and CFII, Glider, and type ratings in LR-35 and C-5 Citation Ultra.
- His total flying time is 9000 hours, PIC time is about 9000 hours and his turbine time is 150 hours.
- He became POI for multiple operators as of March 2, 2008. These include six part 135's, one part 125, six pilot examiners, and twenty part 137 operators. The 135's are Private Jets LLC, Air Flight, United States Aviation, Interstate Helicopters and AJC.
- Prior to this assignment, he was an ASI at Columbus, Ohio Flight Standards District Office (FSDO) where he provided oversight for AirNet Systems and Jet Select. These are both large part 135 operators.
- Holds an ATP, ASEL, AMEL, Commercial, Helicopter, CFI. CFII, Glider instructor, type ratings in Lear 35 and Citation 5.
- He once had his own 135 and 141 operation in London, Ohio.
- He has had no involvement in the Citation accident near PWA.
- Has not has any inspector visits to Interstate Helicopter. He talked to the owner of Interstate Helicopters last week about a possible external lift certificate.
- He has been to American Jet Charter for a three day in depth inspection of office records. He has done no other in-depth inspections here. He has visited United States Aviation and Private Jets LLC. He did a check ride at Private Jets, which is in Tulsa.
- When brought into the OK City FSDO he was not briefed on all his operators. He stated: "His supervisor sort of brought me up to date as regards the number of aircraft, locations, and the OKC filing system." He has never been associated with a 135 operator that didn't have problems, but there were no real safety hazards.
- The Citation V is a 500 series but the CJ 1, 2, 3 are 500 series, a different type. He is not current now on the Citation and has heard no plans to become current. He was not single pilot qualified in the series on which he had received his qualifications.
- For an inspector to determine that the SIC was qualified, if was a 135 operation, and if they have in their GOM and Ops Specs that they can operate single pilot, then they can use the right seat as a passenger seat. No certification is required. This rarely happens in practice due to insurance, which generally requires 2 pilots for part 135 operations. The inspector would look at the certificate for type rating in the aircraft regarding the requirement for two crew, and see that there was training in the past 12 months for both crew members. Flight Safety, for example, issues a card stating completion of training. There will be a 61.58 currency check in the logbook for a part 91 pilot. If he is a copilot, he must have a record of

training received. The owner of the aircraft operated under part 91 would not want anyone not qualified to fly the aircraft.

- The 135 operators keep good enough records to assure that pilots are qualified in each seat. Asked “ if I say I am part 91 and I am single pilot qualified, could I not just sign the guy’s logbook to say I trained you?”, he did not provide a clear answer. He said there are 121 commercial rated permanent first officers.
- During his visit to American Jet Charter, he went with the team leader, Pat, who inspected maintenance. A couple of new maintenance and airworthiness inspectors were with them and one day he had one of the new hire ops inspectors with him, so there were five of them on the second day. They went through the records of maintenance and logbooks and such. The first finding he came up with was the ops spec that wasn’t current. Mr. Hensley later found the current copy and inserted it in the manual to correct that. AJC was not recording the end of the flight and inserting into the duty and log sheet; they were only recording when the crew duty period ended. The rule says we look back 24 to 48 hours to assure that 10 hour rest requirements were adhered to. He made an entry for them to correct this. This is the stuff you usually find and are not really safety issues. The airworthiness crew found items but he didn’t know what they were.
- His general impression of American Jet Charters was that he was concerned by some of the airworthiness findings. One spilled over into operations because pilots were not completing a discrepancy log kept in the aircraft. By the 3rd day of the inspection, they had that in place. These were issues that they were willing to quickly correct.
- His supervisor did say there was a complaint against Interstate Helicopters.
- Under ICAO, the copilot on a two person crew must have a full type rating in the aircraft or an SIC type rating.

Interview:	George Vick
Title:	Program Manager CE-650, Flight Safety International (FSI)
Represented by:	Tom Eff, FSI
Date and Time:	July 29, 2008, 0900
Ops Group:	Roger Cox, NTSB Dave Tew, NTSB

The interview was conducted by teleconference. Mr. Vick was at his office in San Antonio, Texas. During the course of the interview Mr. Vick stated:

- His name is George Vick
- He was the main instructor for Tim Hartman during his CE-650 training in September 2007. He was a line simulator instructor at the time. He has been at Flight Safety for 10 years.
- When Mr. Hartman entered training they did standard record keeping but did not need to look at his logbook because he was not getting an ATP. They did have a copy of his license and other information. The reason he believes that the training

was being done was because Mr. Hartman's employer, a surgical company, was planning to purchase a CE-650.

- They did not conduct Part 135 training for Mr. Hartman. The training was 61.157 initial on a Citation III (CE-650). This Flight Safety location does perform Part 135 training; in fact about one third or more of the clients are Part 135 operators. They have one person whose job it is to see that all Ops Specs and manuals for their part 135 clients are in order. Their computer system will flag any items that need to be done, and they have checks and balances to insure that all requirements are covered, including weekly "focus" meetings. By the time a person comes to them for training they know if it is for Part 135.
- He recalled that Mr. Hartman mentioned flying a CE-500, and he mentioned that he flew under a single pilot exemption. Some of the remarks in the grading mentioned CRM, and it was fairly obvious that he had been flying single pilot, and this was not uncommon for them to see. The comments from every day of training noted some CRM issue. He was not belligerent toward the other pilot, but he was trying to do too much himself. This came from his single pilot background.
- The copilot who came with him did not have much experience, so that affected him. They worked on CRM extensively throughout the training. It is normal when coming from a single pilot background to have to learn how to work as a team.
- Mr. Hartman's flying skills were not a problem. He had no problem getting up to speed, and his aircraft control was good. He wasn't perfect, but he was meeting all the objectives.
- As far as any physical limitations, Mr. Hartman complained a lot about foot problems. He couldn't recall the name of the medical problem. Mr. Hartman often took his shoes off in both the classroom and the simulator and sat there with his socks on. This was the first time he had ever run into this problem, but it didn't seem to affect Mr. Hartman. He believes that the affliction is similar to what diabetics have. It is when your feet get tingly and numb. He did not mention gout.
- With regard to Mr. Hartman's ability to control the airplane with the foot problems he had, he did not have any problems. The CE-650 has a very good rudder bias system and a trim system. When the CE-650 loses an engine it takes 240 pounds of pressure on the rudder to control the airplane unless the rudder bias system is working. The rudder bias is like power steering; all you have to do is press the rudder pedals and the airplane does it for you. You don't have to exert very much pressure on a CE-650 rudder, which is not true of a CE-500. He knows that a CE-500 takes a lot more effort on the rudder than a -650. Mr. Hartman flew engine out maneuvers in the CE-650 without any apparent difficulty.
- With regard to Mr. Hartman's arms or shoulders, he showed no difficulties. Other than the foot problems, he did not seem to have any other physical problems.
- Mr. Hartman and his copilot got along really fine and they seemed to be good friends, but the problem was that he had lot of single pilot time and most of her time was in light Cessna's, probably as a flight instructor. She came to FSI to get a PIC type rating, but there was no way she was going to be able to do it. She left there with a 61.55 copilot check. Her flying skills weren't bad, but they were not up to flying the CE-650. One of the main CRM problems they had was that she was behind the airplane. People with her experience level often can't keep up with the

speeds they are running and the long checklist. She had to receive instruction while they were flying and they couldn't get things done. She got a record of completion and a 61.55 sign-off. That allowed her to log SIC time in a CE-650.

- Mr. Helget of Foundation Surgery trained at FSI the following week with an instructor named Drexel Albert. Mr. Albert is no longer with FSI. His ground school instructor was Doug Rogers, the same as for Mr. Hartman. Mr. Helget was paired up with another pilot and completed the PIC type rating on the CE-650.
- Mr. Hartman was on par with most pilots or a little above average. The only issue he had was CRM.
- Regarding the calculation of airplane performance, students get nine hours of training including two periods in the simulator learning performance. Before every simulator period they do a one hour briefing which includes the calculation of a takeoff data card (TOLD card). They make students look up the performance out of the manual, the long way. When they leave there, a lot of them do use a computer. For simple takeoffs they use checklist data, which covers normal situations up to 5000 feet. Operators will have a factory or a Flight Safety checklist which will allow normal takeoff performance calculations. There is a manual in the airplane, and you would use it for situations like hot, heavy, high elevation or severe weather.

Interview:	Sarah Warner
Title:	Instructor, SimCom
Represented by:	Howard Cox
Date and Time:	July 23, 2008, 1230 EDT
Ops Group:	Roger Cox, NTSB Tim LeBaron, NTSB

The interview was conducted by teleconference. Ms. Warner was at PrestoSim offices in Orlando, Florida. During the course of the interview Ms. Warner stated:

- She has total flight time of 1552 hours and has a recent type rating in the Citation.
- She conducted initial training for Rickie Sandoval in the C-340. According to his training folder, his training took place from 1/29/2007 to 2/02/2007, and he completed all tasks satisfactorily.
- She recalled his name but had no distinct impression. He completed all the tasks satisfactorily except for one instance on a missed approach, which was ok on the next training day. He wasn't terrible or she would recall him.
- The simulator is a level one FTD based on a CE-421.
- She does not recall specifics of his training or experience. They get a pilot data sheet which includes, certificate, type ratings, aircraft N# and serial number, weight and balance form and a list of flight experience.
- They do conduct training in conjunction with part 135 certificates, but they must present part 135 paperwork. The company he had listed was BLJ Air, LLC, but there was no part 135 information. There was no indication that Mr. Sandoval had flown turbine aircraft.

- SimCom conducts aircraft-specific training designed to transition a pilot to a new type of aircraft. They provide a “wings” certificate. They gave Mr. Sandoval an instrument proficiency sign-off and a high-altitude sign-off. He did not do a flight review.

Interview: Tracy Yoder
Title: Airport Manger, Clinton, Oklahoma
Date and Time: July 17, 2008, 1100
Ops Group: Roger Cox, NTSB
Tim LeBaron, NTSB

The interview was conducted by teleconference. Ms. Yoder was at her office in Clinton, Oklahoma. During the course of the interview Ms. Yoder stated:

- Her name is Tracy Yoder
- She is the airport manager at Clinton, Oklahoma.
- Her date of birth is [REDACTED]
- Her licenses and ratings are commercial multi-engine, instrument and CFI.
- She has about 1600 hours total time and about 650 hours SIC in the CE-500.
- She had worked at Clinton airport since 2000. She met Tim Hartman the latter part of 2000 and worked under his direction for three years. Mr. Hartman held the FBO contract with the city for that time, after which she took over. Mr. Hartman went to school at Comair, but then went to Foundation Surgery.
- She did not really know Mr. Sandoval, but believed that he had flown a CE-414 with Jim Burgess off and on and had flown a Lear 36 with Tom Kersten of TK Aero at PWA. He also flew with Chris Poindexter.
- Mr. Sandoval flew a C-340 for Dr. Schoenhals and may have trained in that airplane.
- She went to school at Flight Safety on the CE-650 while working for Foundation Surgery. She recalled that this was around Sept 21, 2007. Foundation had intended to buy a CE-650. She found the Flight Safety training good but somewhat overwhelming. It was very thorough. It was her first time for this type of training. It seemed normal for Tim (Hartman) and Lowell (Helget). She flew with Tim every day; the sessions were three hours and they swapped seats each day. Lowell stayed home the week she and Tim were training, and he came down and trained the following week.
- Foundation did not get the new plane. She left the company voluntarily in February 2008. She had three kids and the Clinton airport job, and the flying job was not working out for her family. She felt she needed a schedule, and she did not like the job.
- She felt that Tim was no doubt a very good pilot. He was very demanding and sometimes impatient. She flew with him a lot in the CE-414 as well as the CE-550,

probably 500 hours altogether. He never made her feel bad about her skills. He had flown many small aircraft and had a nice touch with the airplane. Sometimes he was in a hurry.

- She had never done charter work with Hartman or Foundation.
- She had flown N113SH. Foundation sometimes leased that aircraft. She flew it a couple of times, once with Lowell and once with Tim. She was not sure how the single pilot waiver works for that airplane. She flew with Tim and Lowell many times on Foundation's CE-550 in the right seat, and on that airplane both of them were single pilot qualified. The person she learned most from was Lowell. She picked up things when she flew with him, but it was really hard. Her formal training in the jet was on the CE-650. She was not officially qualified in the CE-500 until January of 2008. She had to go through in-home training, reading regulations, and a discussion with the chief pilot, who could do that. She did not feel that this was thorough enough. She did not take risks very well.
- She did feel comfortable flying Foundation's CE-550 because she knew they maintained the aircraft well. She never felt comfortable in N113SH. She had spoken to Lowell about the condition of that aircraft. In her opinion the aircraft was always trashed out. The radios were terrible; they worked but they were marginal. The airplane was always dirty. When she flew it, the airplane was not in a hangar but had been pulled out and parked at Atlantic Aviation. Each time she had to thoroughly clean the cockpit and the cabin.
- She remembered several examples of bad radios. On a trip she flew to California, when they landed at Albuquerque to refuel, the radios on her side stopped working. When the radios came back they were barely understandable during landing. Later on that trip ATC yelled at them for the bad radios and said that they shouldn't be trying to fly IFR. Tim was picky and kept Foundation's airplane clean, and he commented that N113SH was "a hole."
- Tim had asked her to fly the accident flight. She told him no. It was the only opportunity he had offered her to fly after working at Foundation, but she didn't feel like it. She had decided she didn't like the corporate side of flying and she didn't want to go.
- At the times she flew N113SH, neither pilot ever tested the CVR. The airplane flew fine but was not RVSM qualified, so they flew low and stopped for gas a lot. She believed that the aircraft was managed by Interstate Helicopter, but she didn't know the people there. She sat right seat in N113SH, but never actually flew the airplane. She can't recall anything in particular about the flight characteristics, but she recalls that there was a checklist in the airplane. It was longer than one sheet, but she could not recall too many details. When she flew with Lowell in N113SH, he would figure the takeoff performance and weight and balance off the charts in the airplane, but when she flew with Tim he had it in his head and did not use the charts. Tim had everything ready when they flew the airplane, and her primary job was to help him run the radios. She also helped set up the navigation. In general, his practice was to take a copilot on long or busy trips but on short trips to go single pilot.
- When she flew the CE-550 for Foundation, the airplane had a checklist from Flight Safety and a Pilot's Operating handbook on board. It was a laminated three ring binder and was not made up by the flight department.

- The CE-650 that they trained in was different in that crew coordination was necessary. Not everything was close to him the way it was in the single pilot airplanes. Tim was terrible at CRM because he didn't do it a lot. During their training the instructor required them to use CRM. She would still read the checklist even if he didn't call for it. He knew his CRM skills were rusty. She used the checklist but she couldn't be sure how Tim and Rick would have operated.
- She knew that Neil Brown had flown N113SH.
- She had never had a bird strike while flying out of PWA, and she had never seen a white pelican. She had seen some white egrets.
- Tim had had an engine failure in a C-182 long ago. The engine threw rods during a night flight and it was hairy. Brian Baca was a passenger on that flight and said that Tim did a fine job in a stressful situation. He landed on a road at night and they walked away. This would have been around 1999. The accident was near Oklahoma City. She would not want to say anything bad about Tim, but he wasn't perfect. His CRM was not very good.
- Tim had hurt his arm at UPS after working for them about 15 years. He tripped over some boxes and couldn't work there anymore. He couldn't lift his left arm high enough and the company was concerned about liability. There was a little bend; he couldn't put his arm straight out, but you couldn't tell unless you knew. It didn't affect his flying. He was active and worked out. After UPS he went to "Airman" flight school in Oklahoma City.
- The only ailment that may have affected Tim was that his feet hurt. He told her that if he left his shoes on his feet, it felt like they were on fire, so he flew with his shoes off. He wore slippers when it was cold. He said there were two nerves that grew together on the top of his foot and that he might need surgery. He had big feet and he had had this condition "forever."
- Tim was a "jokester." His brother had introduced him to Rick Sandoval at the Church of Christ. Rick had been a missionary. Rick's wife Monica worked in a nearby doctor's office and she thought Monica was doing as well as could be expected.
- Ron Beesley was the manager at Flight Safety San Antonio and had signed her certificate when she trained there.

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