

WEBVTT

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00:00:04.275 --> 00:00:05.045

Well, good morning.

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00:00:05.785 --> 00:00:08.085

Um, just to correct some, I wasn't the IIC

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00:00:08.105 --> 00:00:09.285

or the ACC rep on those,

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00:00:09.385 --> 00:00:11.925

but, uh, those were, uh, bill English was the, uh,

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00:00:12.405 --> 00:00:13.645

IIC on Adriana.

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00:00:13.985 --> 00:00:16.245

Uh, we've had a couple on, on MH three 70.

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00:00:16.905 --> 00:00:20.765

Um, as Bob said, uh, I've been, uh, I'm the chief

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00:00:20.765 --> 00:00:23.725

of major investigations up in Washington, DC uh,

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00:00:24.065 --> 00:00:27.325

and, uh, so I've been at the board for about 18 years.

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00:00:27.325 --> 00:00:30.565

Before that, I was, uh, at Cessna for about six, as he said,

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00:00:30.565 --> 00:00:33.485

flying, uh, the citation 10 got there right

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00:00:33.485 --> 00:00:36.285

before first flight and had a fun time flying the, uh,

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00:00:36.425 --> 00:00:39.405

the prototype and, uh, going

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00:00:39.405 --> 00:00:40.965

through development and certification of that.

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00:00:41.065 --> 00:00:43.845

So, I do understand the flight test, uh,

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00:00:43.915 --> 00:00:46.005

community and activities.

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00:00:46.065 --> 00:00:49.685

So, uh, if you have specific questions, you know, related

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00:00:49.705 --> 00:00:51.565

to, that's what one of the things that I hope to get across,

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00:00:51.745 --> 00:00:55.725

uh, in today's workshop in the morning is, is

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00:00:56.385 --> 00:00:59.765

for you all to understand our procedures and why we do them.

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00:01:00.225 --> 00:01:01.485

Uh, it's not gonna be,

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00:01:01.635 --> 00:01:04.245

it's a technical one on a specific accident.

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00:01:04.585 --> 00:01:06.685

I'm gonna cover many accidents,

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00:01:06.685 --> 00:01:08.685

and we can cover any ones that you want to as well.

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00:01:09.185 --> 00:01:11.805

Uh, even open ones, I can talk about stuff that has, uh,

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00:01:11.875 --> 00:01:14.045

that has been released publicly.

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00:01:14.945 --> 00:01:17.245

But the main thing that I want to talk about today,

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00:01:17.825 --> 00:01:19.485
the biggest problem we have in

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00:01:20.405 --> 00:01:22.125
investigations is misunderstanding.

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00:01:22.985 --> 00:01:25.285
And if you, if you as the,

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00:01:25.305 --> 00:01:27.805
as the worker bees are gonna be helping us with the,

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00:01:27.995 --> 00:01:30.885
with the investigation, you have to understand why we do it,

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00:01:30.885 --> 00:01:34.125
what we do, so that you can communicate to your bosses

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00:01:35.235 --> 00:01:36.525
what you're doing, because that's where

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00:01:36.555 --> 00:01:38.965
that big miscommunication, uh, uh, happens.

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00:01:39.745 --> 00:01:42.525
And, uh, especially in your community, that, that don't deal

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00:01:42.525 --> 00:01:44.565
with us in a, on a daily basis necessarily.

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00:01:45.265 --> 00:01:49.485
And have, um, shall we say some reservations about dealing

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00:01:49.485 --> 00:01:53.645
with the, with the US government sometimes, um, you know,

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00:01:53.645 --> 00:01:55.845
that that can cause some, some friction

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00:01:56.265 --> 00:01:57.725
and, uh, and everything.

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00:01:57.745 --> 00:02:00.645
So I think the main takeaway here, like in, in many of our

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00:02:01.205 --> 00:02:03.765
investigations when we do it, is that communication factor.

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00:02:04.315 --> 00:02:06.885
Okay? Uh, if you don't understand something,

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00:02:06.885 --> 00:02:08.965
if you don't know why, it's, we're doing something.

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00:02:09.145 --> 00:02:12.485
If you are involved in an investigation, then, uh,

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00:02:12.825 --> 00:02:15.045
you gotta ask and, uh, we'll tell you why.

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00:02:15.045 --> 00:02:18.405
And usually there's a reason I say about 99% of the time

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00:02:18.405 --> 00:02:20.245
that there's a reason that you'll understand why.

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00:02:21.025 --> 00:02:25.245
Um, so that's, uh, the main, uh,

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00:02:25.415 --> 00:02:27.205
objectives today, of course, is to go through

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00:02:27.395 --> 00:02:31.325
what the NTSB is, what our procedures are, um,

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00:02:31.985 --> 00:02:34.045
how you interact with us as a party.

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00:02:34.195 --> 00:02:36.805

Everybody out here could be a party to the investigation.

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00:02:37.865 --> 00:02:40.525

Uh, the party system is the, is the backbone of,

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00:02:40.585 --> 00:02:41.725

of the NTSB,

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00:02:42.585 --> 00:02:44.805

and it's one that's not well, uh,

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00:02:44.805 --> 00:02:46.245

understood in the public as well.

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00:02:47.585 --> 00:02:50.325

Uh, and then throughout it, we'll, we'll sprinkle all the,

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00:02:50.345 --> 00:02:51.605

the specific information

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00:02:51.605 --> 00:02:55.045

or issues that are probably, uh, that affect, uh,

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00:02:55.045 --> 00:02:57.405

your community, uh, if there's, uh,

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00:02:57.465 --> 00:02:59.045

if you're involved in an investigation.

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00:02:59.625 --> 00:03:01.885

And then we'll also talk a little bit about Annex 13.

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00:03:02.585 --> 00:03:05.805

Um, it's not as, as, as large of a factor,

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00:03:05.825 --> 00:03:08.365

but it's one that will, you could be involved with.

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00:03:08.645 --> 00:03:12.405

I mean, it's, uh, uh, there's probably quite a few of you

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00:03:12.405 --> 00:03:15.805

that fly up in Canada, and unbeknownst to many Americans,

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00:03:15.805 --> 00:03:16.805

that is a foreign country.

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00:03:17.865 --> 00:03:20.005

Um, even though, but it's funny

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00:03:20.205 --> 00:03:22.005

'cause even when, as a, as a government official, we have

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00:03:22.005 --> 00:03:23.685

to get country clearance to go to different, uh,

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00:03:24.185 --> 00:03:26.645

all the countries we go to and by the embassy and,

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00:03:26.985 --> 00:03:30.005

and, uh, it a lot, a lot of times people forget

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00:03:30.005 --> 00:03:31.045

to get 'em going when they go up to Canada,

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00:03:31.045 --> 00:03:32.085

it's, oh, I'm going up to Montreal.

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00:03:32.085 --> 00:03:33.765

And it's like, oh, do do your country clearance.

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00:03:33.765 --> 00:03:37.005

It's like, why? It's Montreal. Come on.

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00:03:37.785 --> 00:03:40.485

So, uh, but we do have to, you do have to understand that.

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00:03:40.485 --> 00:03:42.045

So I'm not gonna go in depth in it,

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00:03:42.065 --> 00:03:44.485

but I'm gonna, uh, at least give you some information so

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00:03:44.485 --> 00:03:46.445

that you, it is a different, uh,

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00:03:46.465 --> 00:03:47.725

regime that we're working in.

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00:03:48.585 --> 00:03:51.445

Uh, this is a, a picture of the recent, uh,

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00:03:51.445 --> 00:03:54.165

flight test accident over in Italy of the tilt rotor.

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00:03:54.665 --> 00:03:58.085

And, uh, we are, uh, heavily involved with that, uh, along

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00:03:58.085 --> 00:03:59.805

with the FAA of course.

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00:04:00.145 --> 00:04:03.245

And, um, uh, so that's an ongoing investigation.

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00:04:03.255 --> 00:04:04.405

Can't talk too much about it,

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00:04:05.065 --> 00:04:07.605

but, uh, that is, uh, progressing, uh,

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00:04:07.825 --> 00:04:09.485

rather rapidly at this point in time.

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00:04:10.625 --> 00:04:11.645

Before we get started,

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00:04:11.825 --> 00:04:15.045

how many people have taken part in an, uh,

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00:04:15.185 --> 00:04:16.885

an NTSB investigation?

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00:04:18.495 --> 00:04:21.765

Okay, how many have taken part in like a,

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00:04:21.785 --> 00:04:23.245

uh, military investigation?

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00:04:24.795 --> 00:04:26.005

Okay, there's a big difference.

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00:04:27.465 --> 00:04:30.605

So, um, the military investigations, uh, there

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00:04:30.635 --> 00:04:32.845

that you'll see that, I think one of the main things

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00:04:32.845 --> 00:04:34.645

that you're gonna, you're gonna see the differences

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00:04:35.105 --> 00:04:36.245

is the openness issue.

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00:04:36.785 --> 00:04:38.565

And, uh, it, that's a big issue.

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00:04:38.635 --> 00:04:43.565

It's a big issue for, um, for even, uh, commercial companies

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00:04:43.565 --> 00:04:45.525

as well, uh, in your field.

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00:04:45.545 --> 00:04:46.885

And then as we, as I said,

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00:04:46.885 --> 00:04:50.365

we just got done last year completing the, uh, investigation

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00:04:50.365 --> 00:04:52.285

of the Spaceship two investigation.

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00:04:52.865 --> 00:04:57.445

So you have flight test, uh, manufacturing, uh, you know,

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00:04:57.675 --> 00:04:59.365
that closed community, not closed,

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00:04:59.385 --> 00:05:01.405
but very, uh, secretive communication.

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00:05:01.405 --> 00:05:04.005
You don't wanna give away your, your, your company secrets,

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00:05:04.345 --> 00:05:06.645
but then you multiply that by about a hundred fold, uh,

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00:05:06.645 --> 00:05:09.765
when you get into the, uh, into the rockets, uh,

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00:05:09.765 --> 00:05:12.685
because it's, it's, uh, it's difficult.

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00:05:12.745 --> 00:05:16.405
But, uh, if you ever have a chance to, uh, talk to, uh,

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00:05:16.405 --> 00:05:17.565
anybody from scaled

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00:05:17.945 --> 00:05:21.845
or virgin, um, it was a, uh, we were, uh,

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00:05:21.845 --> 00:05:23.165
a little bit apprehensive going out there,

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00:05:23.185 --> 00:05:25.405
but it actually turned out to be a, uh,

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00:05:25.995 --> 00:05:27.725
overall a very good investigation.

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00:05:29.985 --> 00:05:32.725
So our mission is as, uh, is

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00:05:32.745 --> 00:05:34.125
to determine the probable cause.

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00:05:34.265 --> 00:05:36.685
And then the main one though, is to make recommendations.

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00:05:37.115 --> 00:05:41.885
Okay? So we will make a recommendation to, uh, to prevent

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00:05:41.885 --> 00:05:45.085
that accident or any other information that would, uh,

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00:05:45.485 --> 00:05:48.405
increase, uh, safety throughout the, the industry.

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00:05:49.345 --> 00:05:53.445
Um, the, uh, of course we do do, uh,

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00:05:53.555 --> 00:05:55.525
special studies, which is more of a,

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00:05:55.525 --> 00:05:57.725
taking multiple accidents and,

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00:05:57.945 --> 00:05:59.805
and bringing them all together and,

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00:06:00.065 --> 00:06:01.325
and making different, uh,

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00:06:01.385 --> 00:06:05.325
or, uh, more comprehensive, uh, safety recommendations.

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00:06:05.945 --> 00:06:08.085
And then, uh, we do on the, uh,

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00:06:08.585 --> 00:06:10.965
on the commercial sp on the commercial side, we do have a,

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00:06:11.045 --> 00:06:13.805

a requirement to assist in coordinating the,

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00:06:14.585 --> 00:06:16.405

the family affairs side of things.

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00:06:16.545 --> 00:06:18.685

But even if it's a non-GI legislative, that's

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00:06:18.685 --> 00:06:21.085

what we call it, uh, we will assist on that and,

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00:06:21.105 --> 00:06:24.485

and treat any family members, uh, the same way that we do,

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00:06:24.675 --> 00:06:25.725

even if it's only two

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00:06:25.725 --> 00:06:28.525

or three family members, as opposed to 300 from a,

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00:06:28.605 --> 00:06:29.645

a mass casualty event.

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00:06:32.635 --> 00:06:35.335

And as Bob said, speak up, ask questions.

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00:06:35.515 --> 00:06:36.775

The harder the questions, the better.

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00:06:37.235 --> 00:06:39.695

Um, I don't, uh, shy away from questions.

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00:06:39.715 --> 00:06:41.615

If you have, you know, why the heck did you,

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00:06:41.635 --> 00:06:43.215

the NTSB do this, this, and this?

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00:06:43.815 --> 00:06:45.495

I might be able to answer it, and, uh,

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00:06:45.515 --> 00:06:47.935

and I will try to answer it, uh, as best I can.

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00:06:48.875 --> 00:06:50.215

So what do we, uh, investigate?

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00:06:50.875 --> 00:06:54.255

We investigate all modes of transfer, uh, transportation.

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00:06:54.325 --> 00:06:57.295

From the aviation side, of course, uh, we have all,

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00:06:57.435 --> 00:06:59.415

all types of, uh, uh,

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00:06:59.415 --> 00:07:02.255

either general aviation flight test accidents,

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00:07:02.385 --> 00:07:06.015

commercial aviation, except for, uh, military,

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00:07:06.115 --> 00:07:07.695

unless it's a, uh, military

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00:07:08.195 --> 00:07:11.215

and, uh, civilian, uh, midair, which, uh, we are

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00:07:11.775 --> 00:07:15.215

investigating currently one of those out west.

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00:07:15.515 --> 00:07:18.415

And, um, and then we also, uh, uh,

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00:07:18.715 --> 00:07:21.255

are the accredited representatives, the representative

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00:07:21.255 --> 00:07:23.455

of the United States Government on any

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00:07:23.455 --> 00:07:24.495

foreign investigations?

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00:07:25.635 --> 00:07:29.095

Um, we do, and we have been involved,

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00:07:29.095 --> 00:07:31.895

but there hasn't been much activity, of course, with, uh,

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00:07:31.895 --> 00:07:35.615

the lower left hand, uh, slide here is, uh,

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00:07:35.615 --> 00:07:38.455

that's the Ontario's, uh, accident.

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00:07:38.525 --> 00:07:40.655

Well, it's not accident mishap that occurred.

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00:07:40.995 --> 00:07:42.575

Uh, commercial space is a little bit

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00:07:42.575 --> 00:07:43.655

different than aviation.

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00:07:44.085 --> 00:07:45.935

That right there, even though the entire rocket

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00:07:45.935 --> 00:07:47.295

explodes, that's not an accident.

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00:07:48.355 --> 00:07:52.535

So, um, it's only if, uh, we can go into that.

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00:07:52.535 --> 00:07:54.855

The, the only way that it's an accident is if it goes,

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00:07:54.915 --> 00:07:57.735

if the parts go outside the, uh, impact limit lines

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00:07:57.955 --> 00:08:00.535

or there's a fatality, uh, uh, that, uh,

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00:08:00.535 --> 00:08:01.695
that occurs during the event.

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00:08:01.915 --> 00:08:04.855
So when it's a cargo, uh, accident like this

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00:08:05.035 --> 00:08:09.415
or a mishap, uh, the threshold is a lot higher for us

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00:08:09.475 --> 00:08:11.055
to at least investigate.

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00:08:15.435 --> 00:08:17.215
So, who is the board?

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00:08:17.215 --> 00:08:18.575
Because we always talk about the

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00:08:18.575 --> 00:08:19.855
board, the board, the board.

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00:08:20.205 --> 00:08:22.135
Well, the board is, is five people.

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00:08:22.795 --> 00:08:24.495
Um, it's actually only four now.

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00:08:24.665 --> 00:08:27.255
We've, we've only had four for a while.

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00:08:27.395 --> 00:08:29.215
And I think that's going to continue that way.

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00:08:29.795 --> 00:08:33.455
Um, the, you know, we are, we're a small agency.

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00:08:33.475 --> 00:08:36.735
People only only come to us when there's,

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00:08:37.005 --> 00:08:38.535

when there's some tragedy that happens,

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00:08:38.595 --> 00:08:41.135

and that's when they'll, uh, decide to give us a,

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00:08:41.175 --> 00:08:43.455

a fifth board member at this point in time, given everything

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00:08:43.455 --> 00:08:45.175

that's going on in Washington dc.

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00:08:46.075 --> 00:08:49.095

But, uh, chairman Hart has been the chairman for, uh, uh,

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00:08:49.125 --> 00:08:51.215

just over a year, maybe a year and a half now.

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00:08:52.315 --> 00:08:57.085

Uh, and, uh, uh, him and, uh, Robert Sumwalt, of course,

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00:08:57.225 --> 00:09:00.445

and Earl Warner Waner is, uh, uh,

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00:09:00.465 --> 00:09:02.965

are all aviation related, uh, background.

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00:09:03.225 --> 00:09:07.165

Uh, Bella, uh, DZA is, uh, on the surface side

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00:09:07.705 --> 00:09:09.005

of things and some human factors.

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00:09:09.345 --> 00:09:10.845

Um, but, uh, just

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00:09:10.845 --> 00:09:12.925

because she isn't, she will read our reports

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00:09:12.945 --> 00:09:14.205

and she will vote on the reports.

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00:09:14.715 --> 00:09:18.605

It's not the NTSB report or the NTSB staff reports.

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00:09:18.835 --> 00:09:22.085

It's those, those five board members will sign the report.

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00:09:23.185 --> 00:09:26.325

Um, and that's, that's the big thing that they will, that,

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00:09:26.325 --> 00:09:27.325

that, that there's a lot

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00:09:27.325 --> 00:09:28.925

of misunderstanding on what their role is.

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00:09:29.025 --> 00:09:31.285

And we'll talk about that throughout the investigation

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00:09:31.345 --> 00:09:32.965

or this, uh, presentation.

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00:09:34.575 --> 00:09:37.245

We're an independent agency. We're not part of the DOT.

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00:09:37.755 --> 00:09:41.325

Okay? And, uh, that's something that's very important.

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00:09:41.905 --> 00:09:43.325

Uh, it's something that a lot

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00:09:43.325 --> 00:09:44.805

of people misunderstand as well.

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00:09:45.465 --> 00:09:48.205

Uh, so we only report directly to Congress.

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00:09:48.745 --> 00:09:50.605

Uh, we get reauthorized.

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00:09:50.605 --> 00:09:52.765

Well, we're supposed to be reauthorized every three years,

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00:09:53.345 --> 00:09:54.645
and we haven't been reauthorized

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00:09:54.645 --> 00:09:56.045
for about eight to 10 years.

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00:09:56.625 --> 00:09:59.165
So they, uh, they still give us money.

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00:09:59.225 --> 00:10:00.445
So I'm still got a job,

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00:10:01.345 --> 00:10:03.245
but technically we haven't been reauthorized.

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00:10:03.345 --> 00:10:06.445
So, uh, no regulatory authority, which is a good thing.

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00:10:06.705 --> 00:10:08.125
Uh, we don't, you know,

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00:10:08.125 --> 00:10:11.405
and that, that keeps us so that we can make any, uh,

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00:10:11.405 --> 00:10:12.765
recommendations necessary.

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00:10:12.825 --> 00:10:15.525
As, as I say, the only thing that we're responsible for,

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00:10:15.825 --> 00:10:16.885
or that we have, uh,

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00:10:16.885 --> 00:10:18.805
authority over is a broken piece of wreckage.

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00:10:18.865 --> 00:10:20.565
That's it. Uh,

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00:10:20.705 --> 00:10:24.245

and so hopefully that, that actually strengthens the, uh,

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00:10:24.345 --> 00:10:26.565

the, the recommendations in a sense

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00:10:26.565 --> 00:10:31.525

that we don't have any conflicting, uh, um, reasons

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00:10:31.665 --> 00:10:33.645

for making anything, any recommendations.

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00:10:34.025 --> 00:10:35.125

We don't have to promote.

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00:10:35.275 --> 00:10:37.565

It's like FAA has, has a difficult position.

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00:10:37.565 --> 00:10:39.365

They have an oversight authority.

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00:10:39.635 --> 00:10:41.325

They used to have the, the Promote authority.

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00:10:41.905 --> 00:10:45.285

Um, they do in, in commercial space operations, actually.

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00:10:45.745 --> 00:10:49.005

Uh, that commercial space regime is completely

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00:10:49.065 --> 00:10:50.445

and totally and utterly different.

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00:10:50.665 --> 00:10:52.485

So we, if you have any questions on

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00:10:52.485 --> 00:10:53.565

that, we can talk about that.

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00:10:54.185 --> 00:10:56.525

But, uh, from the aviation side of things, uh,

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00:10:56.585 --> 00:10:59.845

we don't have any authority, uh, there or in any other mode.

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00:11:00.975 --> 00:11:03.845

We're a very small agency, only 400, uh,

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00:11:04.685 --> 00:11:07.405

400 employees total, only about a hundred in aviation.

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00:11:08.345 --> 00:11:10.765

Uh, as I say, we have, our, our budget is about a hundred

248

00:11:10.785 --> 00:11:14.005

and fourth million, so we're a rounding error to the, uh,

249

00:11:14.785 --> 00:11:16.365

to DOD and, and all that.

250

00:11:16.985 --> 00:11:20.325

Um, we're, uh, we're we, we've been this, uh,

251

00:11:20.955 --> 00:11:22.285

been this level for many years.

252

00:11:22.525 --> 00:11:26.285

I think we're authorized again to have like 450 employees.

253

00:11:26.345 --> 00:11:29.045

But since I've been there, it's always stayed

254

00:11:29.045 --> 00:11:30.485

between 400 and 410.

255

00:11:31.945 --> 00:11:33.005

Uh, our,

256

00:11:34.065 --> 00:11:36.245

and sometimes that's a, that's a difficult, uh, thing.

257

00:11:36.405 --> 00:11:38.005

'cause we have a lot of things going on, as Bob said,

258

00:11:38.045 --> 00:11:40.325

I have, I have, now, actually now we only have five,

259

00:11:41.025 --> 00:11:42.165

uh, iic cs.

260

00:11:42.225 --> 00:11:44.845

Uh, one of my ics just, uh, Dave Helson just became

261

00:11:45.385 --> 00:11:46.725

the chief of operations.

262

00:11:46.945 --> 00:11:51.365

Uh, so now I got five, five guys to cover the world, uh,

263

00:11:51.365 --> 00:11:54.405

from everything from, you know, from any Boeing product,

264

00:11:54.825 --> 00:11:58.245

any Pratt, ge, uh, anything to that effect.

265

00:11:58.345 --> 00:12:02.845

So, uh, and even, uh, leers and Cessnas and all those.

266

00:12:03.025 --> 00:12:04.445

So it's, it's a lot of work.

267

00:12:04.585 --> 00:12:06.005

And that's why people under, well,

268

00:12:06.005 --> 00:12:07.365

why does it take so long for investigations?

269

00:12:07.395 --> 00:12:11.205

Well, we don't just have one investigation. Okay?

270

00:12:12.795 --> 00:12:14.965

Just as a real quick, just as an overview, so

271

00:12:14.965 --> 00:12:16.605

that you understand how we are, we're set up.

272

00:12:16.605 --> 00:12:18.725

We have the different, we have the, the board members,

273

00:12:19.305 --> 00:12:22.405

and then we have the, uh, under the office, the, uh,

274

00:12:22.705 --> 00:12:24.085

office of Managing Director.

275

00:12:24.085 --> 00:12:25.765

We have the different modes of transportation.

276

00:12:26.305 --> 00:12:27.525

So we have, uh,

277

00:12:27.545 --> 00:12:30.205

and then the Office of Aviation Safety is where anything

278

00:12:30.405 --> 00:12:32.325

that, that's the largest mode that we have, of course.

279

00:12:32.905 --> 00:12:34.725

And then the other one that you're gonna hear a lot,

280

00:12:34.945 --> 00:12:36.485

or you might hear about, uh,

281

00:12:36.625 --> 00:12:38.685

and, uh, helps us out, uh,

282

00:12:39.325 --> 00:12:41.565

tremendously in our investigations is the Office

283

00:12:41.705 --> 00:12:43.085

of Research and Engineering.

284

00:12:43.705 --> 00:12:46.485

And those are the folks that do all the, the material lab,

285

00:12:46.865 --> 00:12:49.445

the recorders, uh, the chip recovery,

286

00:12:49.735 --> 00:12:51.045

everything to that effect.

287

00:12:51.145 --> 00:12:53.205

So that's, that's what you'll, you'll see

288

00:12:53.265 --> 00:12:55.405

or hear about if you, uh, uh,

289

00:12:55.665 --> 00:13:00.445

are involved in any investigation under,

290

00:13:00.585 --> 00:13:01.805

uh, aviation safety.

291

00:13:02.385 --> 00:13:04.685

Uh, John Deisi is our, uh, director.

292

00:13:05.385 --> 00:13:10.245

Uh, and, uh, then under him, we have, uh, we have now, uh,

293

00:13:10.395 --> 00:13:13.405

five divisions, uh, for major investigations.

294

00:13:14.225 --> 00:13:17.005

We have my division, which is the investigator in charges

295

00:13:17.145 --> 00:13:19.445

and US accredited representatives, uh,

296

00:13:19.445 --> 00:13:22.405

that handle all the air carrier stuff and any, um,

297

00:13:22.825 --> 00:13:25.845

and now actually, we're getting into even more, uh,

298

00:13:25.945 --> 00:13:30.005

any major general aviation or 1 35 stuff we will also do.

299

00:13:31.225 --> 00:13:34.925

Um, and then you have operational factors, which also

300

00:13:34.925 --> 00:13:37.365

that those are the guys that, that's the, the pilots,

301

00:13:37.945 --> 00:13:39.165

air traffic control, weather.

302

00:13:40.105 --> 00:13:42.885

Um, they will, uh, that's the,

303

00:13:43.805 --> 00:13:47.685

actually the largest group we have, uh, along with av,

304

00:13:47.705 --> 00:13:48.805

uh, engineering.

305

00:13:48.805 --> 00:13:50.765

Those are the tin kickers, the engines,

306

00:13:51.225 --> 00:13:52.925

uh, structures and systems.

307

00:13:53.095 --> 00:13:55.525

Those are the guys that are out there measuring,

308

00:13:56.005 --> 00:13:58.005

documenting, uh, photographing the wreckage.

309

00:13:59.665 --> 00:14:01.925

Uh, then we have human performance and survival factors.

310

00:14:02.665 --> 00:14:07.085

Um, that was just combined, uh, just, uh, recently,

311

00:14:07.245 --> 00:14:08.365
a couple, a couple years ago.

312

00:14:08.825 --> 00:14:11.965
Uh, the human factors guys, they can do everything from, uh,

313

00:14:12.115 --> 00:14:14.125
from, you know, the ops side of things

314

00:14:14.185 --> 00:14:15.445
to the maintenance side of things.

315

00:14:15.465 --> 00:14:17.685
So they're, they're, but they only have they two

316

00:14:17.995 --> 00:14:19.165
investigators now.

317

00:14:20.525 --> 00:14:22.925
Survival factors. Uh, they also do airports.

318

00:14:23.265 --> 00:14:25.325
Um, and, uh, so, and,

319

00:14:25.345 --> 00:14:27.005
and our f response, any

320

00:14:27.005 --> 00:14:28.485
emergency response, that sort of thing.

321

00:14:28.485 --> 00:14:29.725
That's what they're responsible for.

322

00:14:30.065 --> 00:14:31.965
And then we, of course, we have the writing, writing

323

00:14:32.025 --> 00:14:37.005
and editing at the bottom.

324

00:14:37.005 --> 00:14:38.445

You'll see also, we have regionals.

325

00:14:38.445 --> 00:14:40.085

We used to have regional offices all

326

00:14:40.085 --> 00:14:41.245

around the, uh, the country.

327

00:14:41.425 --> 00:14:44.045

Now. We just have big regions, Eastern Central,

328

00:14:44.045 --> 00:14:45.765

Western Pacific, and Alaska.

329

00:14:46.425 --> 00:14:49.965

We actually used to have, um, two people in,

330

00:14:49.985 --> 00:14:52.525

or two investigators in Hawaii.

331

00:14:52.905 --> 00:14:54.005

That's one of the things. We're trying

332

00:14:54.005 --> 00:14:55.565

to get a reauthorization so we don't have

333

00:14:55.565 --> 00:14:56.765

to have somebody sitting in Hawaii.

334

00:14:57.345 --> 00:15:00.165

Um, but there's a requirement in our reg, in our,

335

00:15:00.225 --> 00:15:01.685

in our statutes that we're supposed

336

00:15:01.685 --> 00:15:03.645

to be within a thousand miles, I think,

337

00:15:03.945 --> 00:15:06.085

or something like that, of every accident in the us.

338

00:15:06.265 --> 00:15:08.245

And we're trying to get relief from that.

339

00:15:09.225 --> 00:15:11.645

Um, 'cause it's not a good use of resources.

340

00:15:13.745 --> 00:15:14.925

So just so that, uh,

341

00:15:15.025 --> 00:15:17.445

if something happens in, in the near future.

342

00:15:18.025 --> 00:15:20.325

Um, these are the, uh,

343

00:15:20.325 --> 00:15:22.645

these are the investigator in charges that work for me.

344

00:15:23.425 --> 00:15:25.805

Um, I was an investigator in charge up until about, uh,

345

00:15:26.095 --> 00:15:27.165

three and a half years ago.

346

00:15:28.145 --> 00:15:31.165

Uh, and, uh, have been one since 2001.

347

00:15:33.025 --> 00:15:36.285

But, uh, if some, some are, uh, of these you,

348

00:15:36.285 --> 00:15:38.605

you might recognize from, uh, like NDA Ward,

349

00:15:38.665 --> 00:15:41.205

she did Spaceship two, uh, bill English.

350

00:15:41.205 --> 00:15:45.605

She was the IIC, uh, uh, with at, uh, Adriana,

351

00:15:46.345 --> 00:15:48.245

uh, and, uh, Tim LeBaron.

352

00:15:48.465 --> 00:15:51.285

And, uh, he's actually doing Sav Van

353

00:15:51.305 --> 00:15:52.405

Don the Russian accident.

354

00:15:52.475 --> 00:15:54.125

He's over in Russia right now, uh,

355

00:15:54.125 --> 00:15:55.845

completing some, uh, CVR work.

356

00:15:56.785 --> 00:15:59.765

And, uh, Dan Bauer, uh, is doing,

357

00:16:00.265 --> 00:16:03.205

or did the, uh, the Delta LaGuardia accident

358

00:16:03.205 --> 00:16:05.365

that happened last, uh, winter.

359

00:16:06.185 --> 00:16:08.365

And, uh, that'll be finishing up, uh,

360

00:16:08.505 --> 00:16:09.965

in, at the end of the summer.

361

00:16:10.835 --> 00:16:12.445

Then I have down here, this is the, those,

362

00:16:12.575 --> 00:16:15.965

those 50 regional iic, depending on the event that you have,

363

00:16:16.225 --> 00:16:18.965

if it's a small event, you might run into one

364

00:16:18.965 --> 00:16:20.285

of these guys as well.

365

00:16:21.185 --> 00:16:24.365

I'm not gonna talk about dealing with them as much,

366

00:16:24.425 --> 00:16:25.805

if you know how to deal with us.

367

00:16:26.475 --> 00:16:29.445

It's generally the same. It's just on a smaller scale.

368

00:16:30.385 --> 00:16:33.205

If we have a major launch, like when we went to, uh,

369

00:16:33.605 --> 00:16:37.405

Roswell, uh, spaceship Two, uh, Adriana,

370

00:16:37.425 --> 00:16:41.005

we have anywhere from eight to 10 to 12 different groups.

371

00:16:41.185 --> 00:16:42.325

And, and group chairman.

372

00:16:43.105 --> 00:16:45.805

Um, if you're dealing with a, a regional investigator,

373

00:16:46.945 --> 00:16:48.125

and maybe it depends.

374

00:16:48.345 --> 00:16:50.685

If it's a flight test event, we might get a, uh,

375

00:16:50.685 --> 00:16:52.485

an airworthiness guy, an engineer to come out

376

00:16:52.485 --> 00:16:54.125

to help document the wreckage.

377

00:16:54.545 --> 00:16:56.725

But everything's just compressed, is all it is

378

00:16:56.835 --> 00:16:57.965

with, with smaller groups.

379

00:16:58.345 --> 00:17:00.805

So I'm gonna mainly talk about our side of things,

380

00:17:00.825 --> 00:17:03.725

and then, um, if you have any specific questions with regard

381

00:17:03.725 --> 00:17:06.885

to the regional guys, we can talk about.

382

00:17:07.065 --> 00:17:11.645

So what we do is, uh, in major investigations is,

383

00:17:11.785 --> 00:17:16.685

is cover, um, is cover any, any air carrier event.

384

00:17:17.075 --> 00:17:19.885

Fortunately, these are getting less and less.

385

00:17:20.705 --> 00:17:23.885

Um, we do have, uh, we have upper left.

386

00:17:23.885 --> 00:17:28.765

We have, this is, uh, Lexington, um, uh, that occurred,

387

00:17:28.765 --> 00:17:31.045

49 fatal, uh, one survivor.

388

00:17:31.625 --> 00:17:33.525

Uh, this is Buffalo. Uh,

389

00:17:34.065 --> 00:17:35.765

and, uh, this is Adriano, of course.

390

00:17:36.465 --> 00:17:39.645

And then this one, even though it was turned out,

391

00:17:39.645 --> 00:17:40.685

this was a foreign accident

392

00:17:40.685 --> 00:17:43.205
that turned into a, a domestic accident.

393

00:17:43.235 --> 00:17:48.125
This, uh, was Bagram 7 4 7, uh, 400, uh, cargo accident

394

00:17:48.395 --> 00:17:50.005
that happened over in Afghanistan.

395

00:17:50.545 --> 00:17:53.365
Um, it was a foreign accident.

396

00:17:53.465 --> 00:17:55.485
And then they delegated it to us so that,

397

00:17:55.485 --> 00:17:57.365
because we had a lot of significant issues

398

00:17:57.365 --> 00:17:58.365
and wanted to complete it.

399

00:17:58.385 --> 00:18:02.125
And so they did. But we don't just do those.

400

00:18:03.625 --> 00:18:05.115
This is where, this is, where,

401

00:18:05.115 --> 00:18:07.755
these are flight test accidents that we've done.

402

00:18:08.815 --> 00:18:11.955
Um, many of, uh, you can probably recognize these.

403

00:18:12.335 --> 00:18:17.195
Um, spaceship two, uh, this is the Gulf Stream,

404

00:18:18.335 --> 00:18:20.595
uh, uh, RJ in Wichita.

405

00:18:21.495 --> 00:18:23.595

Uh, and, uh, then of course, this,

406

00:18:23.595 --> 00:18:25.315

the tilt road over in, in Italy.

407

00:18:26.895 --> 00:18:30.475

Um, these are different for you. They're different for me.

408

00:18:30.975 --> 00:18:35.635

Um, even this one right here, this is, uh, uh, Eric Fiori,

409

00:18:35.935 --> 00:18:38.315

uh, was a good friend of mine.

410

00:18:38.495 --> 00:18:40.355

Uh, I flew with him multiple times.

411

00:18:41.215 --> 00:18:43.675

Uh, that, you know, that's a different accident for me

412

00:18:44.265 --> 00:18:46.555

than it is for, and it will be for you.

413

00:18:47.255 --> 00:18:48.275

And we recognize that,

414

00:18:48.295 --> 00:18:50.315

and that's something that you can't prepare for.

415

00:18:50.535 --> 00:18:52.915

You can think about it, but it's totally

416

00:18:52.915 --> 00:18:53.955

different when you know them.

417

00:18:54.095 --> 00:18:56.675

Or at least even if you just, if they're,

418

00:18:56.675 --> 00:19:01.075

if they're company, uh, you know, compatriots.

419

00:19:01.415 --> 00:19:02.755

Um, it's a different invest.

420

00:19:02.775 --> 00:19:04.235

You have to be careful about that.

421

00:19:04.375 --> 00:19:06.195

You have to really, uh, watch it.

422

00:19:06.455 --> 00:19:09.445

Um, so we understand that.

423

00:19:10.885 --> 00:19:13.005

'cause we go there and we look at it very technically.

424

00:19:13.145 --> 00:19:16.845

You know, we, uh, investigators, our investigators have more

425

00:19:16.845 --> 00:19:21.445

of an issue with the buildup over time, uh, with, from a,

426

00:19:21.585 --> 00:19:22.645

uh, you know,

427

00:19:22.845 --> 00:19:25.725

a response aspect when you're doing this for 20 years.

428

00:19:26.385 --> 00:19:28.685

And, you know, you know, we, when we get a call, we know

429

00:19:28.685 --> 00:19:29.965

that what we're gonna see, we're gonna see

430

00:19:29.965 --> 00:19:31.005

these things, these pictures.

431

00:19:31.005 --> 00:19:32.165

We are, we know the smells.

432

00:19:32.165 --> 00:19:34.245

We know the, we know the sounds, we know the chaos.

433

00:19:35.985 --> 00:19:37.885

But, uh, when you do, when you get it,

434

00:19:37.885 --> 00:19:38.885

and it's a friend of yours,

435

00:19:38.885 --> 00:19:40.125

it's a completely different thing.

436

00:19:40.185 --> 00:19:41.325

So, just we,

437

00:19:41.345 --> 00:19:42.605

and if you have any problems with

438

00:19:42.605 --> 00:19:44.205

that throughout any investigation,

439

00:19:44.435 --> 00:19:46.285

make sure you let someone know.

440

00:19:46.585 --> 00:19:48.085

But also let the investigator know

441

00:19:48.085 --> 00:19:49.165

that, Hey, I gotta take a break.

442

00:19:50.365 --> 00:19:54.235

Okay? If you get take a break, that we'll say, no problem.

443

00:19:54.735 --> 00:19:55.795

You know? So, uh,

444

00:19:55.795 --> 00:19:57.475

but again, that's that communication thing.

445

00:19:57.695 --> 00:20:00.435

If you don't tell us, and you keep it bottled up,

446

00:20:00.435 --> 00:20:01.675
and then you get all mad and,

447

00:20:01.695 --> 00:20:05.835
and angry at us, um, it, it causes more friction

448

00:20:06.255 --> 00:20:08.715
and, uh, and problems that shouldn't, uh,

449

00:20:09.265 --> 00:20:11.035
shouldn't happen or, or shouldn't occur.

450

00:20:16.535 --> 00:20:17.595
So what is an accident?

451

00:20:17.835 --> 00:20:19.675
'cause this is where it gets into for commercial space,

452

00:20:19.675 --> 00:20:21.115
like I said, it's completely different.

453

00:20:21.815 --> 00:20:24.715
But for a to know whether you have an accident

454

00:20:24.715 --> 00:20:26.715
or not an accident, who decides,

455

00:20:30.615 --> 00:20:32.875
who decides if it's an accident or not an accident?

456

00:20:34.275 --> 00:20:35.475
NTSB or, or you guys,

457

00:20:38.415 --> 00:20:39.435
The NTSB does.

458

00:20:39.435 --> 00:20:41.995
We re rely on you to notify via us, though, right.

459

00:20:43.135 --> 00:20:44.355

But ultimately, we're the ones

460
00:20:44.355 --> 00:20:45.675
that are gonna call it whether it's a,

461
00:20:45.755 --> 00:20:47.340
a substantial damage or not.

462
00:20:48.265 --> 00:20:49.725
Um, and if you,

463
00:20:49.785 --> 00:20:51.805
and as you're dealing, who's usually the first people

464
00:20:51.825 --> 00:20:53.965
to end up on or to wind up on scene?

465
00:20:54.465 --> 00:20:59.405
Not an NTSB or who? F-A-A-F-A-A. Okay.

466
00:20:59.785 --> 00:21:01.365
And the F SDO guys, they, we have,

467
00:21:01.365 --> 00:21:03.605
they have accident investigators that are, that they go

468
00:21:03.605 --> 00:21:06.125
through Oklahoma City, they will come out there.

469
00:21:06.125 --> 00:21:08.605
They will, they will be the first usually US

470
00:21:08.605 --> 00:21:09.805
government personnel there.

471
00:21:10.465 --> 00:21:13.805
Um, they have a, they may have not, they may have gone

472
00:21:13.805 --> 00:21:15.525
to school and not done anything for five years,

473

00:21:15.745 --> 00:21:17.205
or they may have done a couple of 'em.

474

00:21:18.105 --> 00:21:22.045
Um, but their analysis of what an a substantial damage is,

475

00:21:22.105 --> 00:21:24.765
is sometimes different from what ours is.

476

00:21:25.505 --> 00:21:28.085
So, um, just because they say it is, uh,

477

00:21:28.085 --> 00:21:30.405
usually they're on the conservative side saying something's

478

00:21:30.405 --> 00:21:32.485
a, you know, that's an accident, definitely an accident.

479

00:21:32.505 --> 00:21:33.765
And, and then we'll come back

480

00:21:33.765 --> 00:21:35.565
and say, no, it's not, it's an incident.

481

00:21:35.745 --> 00:21:38.725
But, uh, understand that, that the NTSB is the one

482

00:21:38.725 --> 00:21:39.925
that makes that determination.

483

00:21:41.865 --> 00:21:46.765
Um, but it's also, uh, with your, uh, notification,

484

00:21:46.785 --> 00:21:50.825
if you don't notify us, we can't do anything about that.

485

00:21:50.835 --> 00:21:52.545
Right? Um, we're not gonna,

486

00:21:53.035 --> 00:21:55.025

we're not gonna be sitting there, um,

487

00:21:55.205 --> 00:21:57.505

unless we hear normally, if it's a big one,

488

00:21:57.505 --> 00:21:58.705

of course, we're gonna get it through the media.

489

00:21:59.285 --> 00:22:01.905

But if it's a smaller event, I can tell you, I know

490

00:22:01.905 --> 00:22:04.265

that at Cessna, I know that there's probably several,

491

00:22:04.365 --> 00:22:06.905

and I think back about it, you know, there's several times

492

00:22:06.905 --> 00:22:09.505

that I think we should have notified the n, the NTSB,

493

00:22:09.505 --> 00:22:10.865

but, uh, we didn't 'cause Oh, it's a,

494

00:22:10.895 --> 00:22:12.105

it's experimental aircraft.

495

00:22:12.105 --> 00:22:13.785

That's something like that's gonna happen, right?

496

00:22:14.255 --> 00:22:16.425

Well, and, uh, but that's not true.

497

00:22:16.535 --> 00:22:20.225

There's no exception for an experimental aircraft, okay?

498

00:22:21.325 --> 00:22:23.985

Um, as I said, we are a small agency.

499

00:22:24.365 --> 00:22:28.185

We got a lot of work, so we aren't looking for work, okay?

500

00:22:28.325 --> 00:22:30.345

So don't, don't, you know, we're not gonna sit there

501

00:22:30.345 --> 00:22:31.745

and go, okay, if you called us up,

502

00:22:31.745 --> 00:22:32.865

we are definitely investigating.

503

00:22:32.965 --> 00:22:35.305

No, call us up, talk to us, ask for the duty officer

504

00:22:36.165 --> 00:22:37.385

and say, this is what happened.

505

00:22:37.845 --> 00:22:39.905

And, uh, and if it's not an accident,

506

00:22:39.925 --> 00:22:42.025

we aren't gonna be pursuing it, usually

507

00:22:42.095 --> 00:22:44.185

because we just don't have that manpower.

508

00:22:44.885 --> 00:22:47.905

Uh, if it would be great, I know that we get, you know,

509

00:22:47.905 --> 00:22:50.545

some people where there's a whole thing with IKO about, uh,

510

00:22:51.285 --> 00:22:53.785

uh, serious injury or incidents and that sort of thing,

511

00:22:53.785 --> 00:22:54.905

and we just can't do 'em all

512

00:22:54.905 --> 00:22:56.425

because we have such a large country,

513

00:22:57.095 --> 00:22:58.985

such a large manufacturing base and,

514

00:22:58.985 --> 00:23:00.985

and flying operations that, that there's no way

515

00:23:00.985 --> 00:23:03.625

that we could do the same, that other small countries can do

516

00:23:07.045 --> 00:23:08.095

serious injuries.

517

00:23:09.085 --> 00:23:10.935

Serious injuries are, are then, uh,

518

00:23:11.035 --> 00:23:13.095

um, are, are right there.

519

00:23:13.315 --> 00:23:17.375

We do have, you know, broken nose toes, uh, no, um, fingers,

520

00:23:17.855 --> 00:23:20.255

anything like that aren't considered serious injuries.

521

00:23:20.955 --> 00:23:25.895

Um, the hard ones are, are like the internal organ,

522

00:23:26.715 --> 00:23:27.815

severe hemorrhage nerve.

523

00:23:27.875 --> 00:23:29.815

But what is that? You know, that, that we're gonna be,

524

00:23:29.945 --> 00:23:32.615

we're not gonna, we're not gonna call a serious injury a, a,

525

00:23:32.735 --> 00:23:34.535

a, a major bruise on an arm,

526

00:23:34.535 --> 00:23:35.615

even though it's a hemorrhage, right?

527

00:23:36.275 --> 00:23:38.095
Unless it's a significant issue.

528

00:23:38.755 --> 00:23:41.855
The big one down there, the burns, is actually a, getting

529

00:23:41.855 --> 00:23:44.375
to be a, an issue with in commercial operations,

530

00:23:44.375 --> 00:23:48.285
because it's like, well, why should we investigate a, uh,

531

00:23:48.645 --> 00:23:49.805
somebody or a flight attendant

532

00:23:49.805 --> 00:23:52.845
that got second degree burns from a, from serving dinner?

533

00:23:53.665 --> 00:23:57.645
Um, so we're trying to alleviate those. Yep.

534

00:23:57.795 --> 00:24:00.445
Yeah. Joe, um, you touched on a really important point,

535

00:24:00.565 --> 00:24:04.315
I think, which is FAA arrives first on the scene mm-hmm.

536

00:24:04.505 --> 00:24:07.455
With their investigator. NGSB rolls in

537

00:24:07.455 --> 00:24:08.855
and says, no, it's not mm-hmm.

538

00:24:08.995 --> 00:24:11.535
Not an accident. What happens then,

539

00:24:11.535 --> 00:24:13.775
if the FAA says, we think it's,

540

00:24:14.675 --> 00:24:16.415

Oh, we get in those little things all the time.

541

00:24:16.615 --> 00:24:18.415

I mean, those are emails back and forth and,

542

00:24:18.415 --> 00:24:20.135

and everything on scene, it doesn't matter

543

00:24:20.135 --> 00:24:23.135

because it will, what it'll do is generally,

544

00:24:23.135 --> 00:24:24.215

if it's a smaller one like that,

545

00:24:24.215 --> 00:24:25.935

there won't be an NTSB person there,

546

00:24:25.935 --> 00:24:28.895

because we just don't have, uh, you know, the, the response.

547

00:24:29.715 --> 00:24:34.535

Um, but, uh, they have the right to do, as I'll talk about

548

00:24:34.535 --> 00:24:36.575

during the whole thing, the, their cost investigation,

549

00:24:36.575 --> 00:24:38.055

continuing operational safety.

550

00:24:38.565 --> 00:24:41.535

Okay. And they have their nine areas of responsibility,

551

00:24:41.725 --> 00:24:43.015

they can do an investigation.

552

00:24:43.035 --> 00:24:45.455

And our regulations that specifically in statutes

553

00:24:45.655 --> 00:24:49.775

specifically say that we have priority, but guess what?

554

00:24:50.595 --> 00:24:52.655

It doesn't prevent other agencies that are required

555

00:24:52.655 --> 00:24:54.135

to do their investigation to do it.

556

00:24:54.755 --> 00:24:58.015

So there's, there's that, that combination of what,

557

00:24:58.015 --> 00:25:00.655

that definition of what it is will be there.

558

00:25:00.875 --> 00:25:02.375

Uh, and they're,

559

00:25:02.675 --> 00:25:04.895

but, uh, they can still do their investigation.

560

00:25:04.895 --> 00:25:06.375

So that's a, that's an important point.

561

00:25:06.375 --> 00:25:07.735

You can't just say, well, sorry, I'm dealing,

562

00:25:07.995 --> 00:25:10.375

and that's what hopefully throughout this whole invest, uh,

563

00:25:10.375 --> 00:25:12.215

this presentation you'll get, just

564

00:25:12.215 --> 00:25:14.735

because we aren't investigating or just

565

00:25:14.735 --> 00:25:15.935

because we are investigating,

566

00:25:15.935 --> 00:25:18.175

doesn't mean the FAA can't investigate.

567

00:25:18.595 --> 00:25:22.635

And they do. Um, I have a slide later,

568

00:25:22.665 --> 00:25:24.155
it's called the Ashburn Accord

569

00:25:24.155 --> 00:25:27.955
or Ashburn meeting results, um, that we have that to sort

570

00:25:27.955 --> 00:25:29.275
of clarify that and to make sure,

571

00:25:29.275 --> 00:25:32.115
because as a manufacturer, you have to understand that

572

00:25:32.655 --> 00:25:37.235
you can't say, sorry, FAA, I'm dealing with the NTSB, okay?

573

00:25:38.215 --> 00:25:40.195
And there's been people that have tried that.

574

00:25:40.735 --> 00:25:42.235
And guess what? We're gonna come back

575

00:25:42.235 --> 00:25:43.995
and say, sorry, manufacturer.

576

00:25:44.865 --> 00:25:46.195
They're the oversight authority,

577

00:25:46.195 --> 00:25:47.315
and they have the right to be there

578

00:25:47.335 --> 00:25:48.795
and the right to ask those questions,

579

00:25:48.855 --> 00:25:50.155
but within certain context.

580

00:25:51.255 --> 00:25:54.355
So what's an incident? And the answer is everything else.

581

00:25:54.535 --> 00:25:57.275

If it's not an accident, it's an incident. Okay.

582

00:25:58.415 --> 00:26:01.355

Um, similar to anybody, remember the, uh, north

583

00:26:01.455 --> 00:26:04.595

or the, uh, uh, northwest over flight in Minneapolis

584

00:26:05.465 --> 00:26:07.515

that occurred about, I don't know, probably now,

585

00:26:07.515 --> 00:26:09.795

eight years ago, I did that one.

586

00:26:10.175 --> 00:26:14.075

Um, we had lots of people including the FAA, asking us,

587

00:26:14.075 --> 00:26:15.275

well, why are you investigating it?

588

00:26:15.275 --> 00:26:18.275

There wasn't, you know, there was no substantial damage,

589

00:26:18.375 --> 00:26:21.115

no damage, no injuries, of course.

590

00:26:21.215 --> 00:26:23.475

But I think there was a slight safety issue, uh,

591

00:26:23.695 --> 00:26:25.435

overly your destination by a hundred miles.

592

00:26:26.255 --> 00:26:28.715

Um, so that's why we, we did do that.

593

00:26:28.715 --> 00:26:30.555

There was a significant, and during that time,

594

00:26:30.555 --> 00:26:34.475

significant media, um, and we conducted, uh, interviews

595

00:26:34.475 --> 00:26:37.795

and that sort of thing and, and determined, uh,

596

00:26:37.795 --> 00:26:40.195

this is in Charleston, West Virginia. So Joe, in,

597

00:26:40.215 --> 00:26:43.925

In that incident, was that investigation done primarily

598

00:26:43.925 --> 00:26:46.645

because of, of the media, uh,

599

00:26:48.105 --> 00:26:50.485

the media presentations on that, or, or is

600

00:26:50.485 --> 00:26:53.685

There a little I wouldn't say primarily, uh,

601

00:26:53.945 --> 00:26:58.045

we would've done, uh, but we always take that into account.

602

00:26:58.365 --> 00:27:00.485

I mean, because if there's, if there's gonna be questions

603

00:27:00.575 --> 00:27:03.245

asked of us, because it's not, they're, you know,

604

00:27:03.345 --> 00:27:04.365

the questions from media

605

00:27:04.465 --> 00:27:05.565

and from the public says,

606

00:27:05.675 --> 00:27:06.885

well, why the heck did this happen?

607

00:27:08.505 --> 00:27:09.855

We're there. That's what we're there for.

608

00:27:10.555 --> 00:27:13.375

So I would be lying to you if I said that.

609

00:27:13.395 --> 00:27:15.495

No, we never take into account the media.

610

00:27:16.315 --> 00:27:18.855

We never, you know, we live in Washington DC and,

611

00:27:18.875 --> 00:27:21.855

and we never, uh, you know,

612

00:27:21.885 --> 00:27:24.015

have any political pressures put on us whatsoever.

613

00:27:24.395 --> 00:27:27.255

You know, I mean, if you, the, the good thing is, is

614

00:27:27.255 --> 00:27:28.495

that there's actually a buffer.

615

00:27:28.845 --> 00:27:31.815

Okay? And that's where we can talk about we, when that slide

616

00:27:31.815 --> 00:27:34.095

before we had those, those five board members, right?

617

00:27:34.555 --> 00:27:39.535

That's our buffer. They are not, they are not investigators.

618

00:27:40.685 --> 00:27:43.535

They actually, the way I rep, I, I, I can, uh,

619

00:27:43.565 --> 00:27:46.895

explain them is they represent you the public.

620

00:27:47.685 --> 00:27:49.935

They are there to be the public

621

00:27:50.145 --> 00:27:51.495

input into the investigation.

622

00:27:52.155 --> 00:27:55.095

And they also, since they're appointed by the president

623

00:27:55.095 --> 00:27:57.095

of the United States and confirmed by the Senate,

624

00:27:57.875 --> 00:28:00.135

are a little bit involved in that hill activity.

625

00:28:00.835 --> 00:28:02.615

Um, but they aren't investigators.

626

00:28:03.195 --> 00:28:04.775

So that's the good thing. Bef which,

627

00:28:04.775 --> 00:28:06.655

Which brings that you report to Congress,

628

00:28:06.675 --> 00:28:08.495

but who mm-hmm. Congress do you report

629

00:28:08.495 --> 00:28:09.495

To? To the, the

630

00:28:09.495 --> 00:28:10.135

subcommittees?

631

00:28:10.355 --> 00:28:14.455

So on, on both sides, the, uh, the house is the, um, the,

632

00:28:14.515 --> 00:28:18.255

the aviation subcommittee and the, I could get this wrong

633

00:28:18.415 --> 00:28:21.055

'cause I'm not a a, I just go up there and talk to 'em.

634

00:28:21.055 --> 00:28:22.055

I don't know who I'm talking to.

635

00:28:22.755 --> 00:28:24.055

Uh, the, uh,

636

00:28:24.195 --> 00:28:26.495

and then on the Senate side is the, uh,

637

00:28:26.515 --> 00:28:27.855

the Aviation Science Committee.

638

00:28:28.235 --> 00:28:30.855

And that's where actually we have the, uh, the, the an issue

639

00:28:30.855 --> 00:28:34.455

with that, because from a commercial space side of things,

640

00:28:35.085 --> 00:28:40.015

because that senate side has both NASA

641

00:28:40.715 --> 00:28:43.255

and us, they know us.

642

00:28:43.565 --> 00:28:46.175

They're good with it. On the house side,

643

00:28:47.075 --> 00:28:49.055

we got the aviation, and then you have the space,

644

00:28:49.155 --> 00:28:50.175

two different subcommittees.

645

00:28:50.845 --> 00:28:53.495

Good thing in Washington dc there's no infighting.

646

00:28:54.635 --> 00:28:57.855

Um, but that's, that's one of the, the, the issues

647

00:28:57.855 --> 00:29:01.295

that we do have is, is from a, from a political standpoint,

648

00:29:01.315 --> 00:29:04.055

is that separation between those two is, is

649

00:29:04.055 --> 00:29:05.415
and misunderstanding from a space

650

00:29:05.415 --> 00:29:06.655
side, not an aviation side.

651

00:29:07.085 --> 00:29:08.655
There's another question I was just gonna

652

00:29:08.655 --> 00:29:10.375
Ask if the board was appointees are not in

653

00:29:10.375 --> 00:29:11.375
Answer. Yeah. The boards

654

00:29:11.375 --> 00:29:12.175
are appointed. Yeah.

655

00:29:12.175 --> 00:29:14.055
They're, they're actually for, they have a five,

656

00:29:14.195 --> 00:29:15.215
uh, five year terms.

657

00:29:16.075 --> 00:29:18.375
And they're, uh, they are, uh,

658

00:29:19.275 --> 00:29:21.855
and then they don't, they have

659

00:29:21.855 --> 00:29:23.055
to have a technical background,

660

00:29:23.075 --> 00:29:24.495
but they don't have to have like an

661

00:29:24.655 --> 00:29:25.695
aviation background or anything.

662

00:29:25.695 --> 00:29:27.575

They have to have some sort of technical background.

663

00:29:28.235 --> 00:29:30.975

And, um, right now, like I said, we have three of 'em.

664

00:29:31.015 --> 00:29:33.215

I have aviation backgrounds, um,

665

00:29:34.395 --> 00:29:36.135

and one, uh, is a surface.

666

00:29:38.125 --> 00:29:42.765

Any other questions on that? So this is a

667

00:29:42.965 --> 00:29:46.885

CRJ, uh, that had a major save, uh,

668

00:29:47.225 --> 00:29:49.965

in the eMASS in Charleston, uh, West Virginia.

669

00:29:50.025 --> 00:29:52.405

And everybody, anybody ever been up flown into there?

670

00:29:54.475 --> 00:29:55.895

Do you know what's off the end of this? Right there.

671

00:29:58.155 --> 00:30:01.975

And actually where they're at now was reclaimed land. Okay.

672

00:30:02.445 --> 00:30:05.415

They, that's about a hundred foot over a hundred foot drop.

673

00:30:05.555 --> 00:30:08.135

Uh, uh, what they used to have, they put in an eMASS,

674

00:30:08.135 --> 00:30:09.975

they reclaimed about a hundred, I think it was a hundred,

675

00:30:10.055 --> 00:30:14.175

120 feet of ground to put the eMASS in.

676

00:30:15.155 --> 00:30:19.815

Um, and, uh, we, I was the,

677

00:30:19.855 --> 00:30:23.615

IIC on this one conducted the investigation, uh, determined

678

00:30:23.615 --> 00:30:27.655

that the, uh, it was the flight crew on, on the way out.

679

00:30:27.655 --> 00:30:28.895

They weren't prepared to fly.

680

00:30:29.565 --> 00:30:31.055

What they had was they actually were,

681

00:30:31.055 --> 00:30:33.455

were briefing a 20 flaps, 20 takeoff.

682

00:30:33.915 --> 00:30:36.175

Um, but they were coming out, they had it on a flaps eight.

683

00:30:37.235 --> 00:30:41.975

And, um, they were talking about, uh, shall we say

684

00:30:42.005 --> 00:30:44.375

what size garages they should have with all their cars

685

00:30:45.115 --> 00:30:47.655

all the way out, literally the entire way.

686

00:30:48.955 --> 00:30:50.735

And, um, so when they got out there,

687

00:30:50.735 --> 00:30:52.375

they were briefing it, they just never did it.

688

00:30:52.375 --> 00:30:56.015

Right? Uh, halfway or at, right at, uh, right

689

00:30:56.015 --> 00:30:59.655
before V one, uh, the captain selected flaps 20,

690

00:31:00.515 --> 00:31:01.845
knowing that there was a problem.

691

00:31:02.985 --> 00:31:06.485
Um, but, uh, then fortunately, I think they, they aborted at

692

00:31:06.485 --> 00:31:09.245
that point in time, but they were VAF plus, I mean v uh,

693

00:31:09.365 --> 00:31:11.805
V one plus at least five to 10,

694

00:31:12.285 --> 00:31:14.845
I think it was about 10 knots.

695

00:31:15.545 --> 00:31:18.605
Um, and when they did do that, then they, of course, overran

696

00:31:19.365 --> 00:31:21.565
actually could have been more, but they overran, uh,

697

00:31:21.585 --> 00:31:22.925
and went into the eems.

698

00:31:23.065 --> 00:31:24.485
Uh, we investigated this

699

00:31:24.485 --> 00:31:27.045
because this was one of the biggest eMASS saves that we had.

700

00:31:27.695 --> 00:31:30.485
There was, uh, 40 plus people on board.

701

00:31:30.745 --> 00:31:32.445
So if this eMASS hadn't been there,

702

00:31:32.945 --> 00:31:34.805

we would've had a major go team launch.

703

00:31:35.705 --> 00:31:37.645

So do you think this is an accident or an incident?

704

00:31:40.675 --> 00:31:44.925

Okay. They replaced the landing gear. Nope. Incident.

705

00:31:45.515 --> 00:31:47.085

Just because, and actually, that was one

706

00:31:47.085 --> 00:31:49.165

of the comments when we, when we sent off ORP to Canada,

707

00:31:49.415 --> 00:31:51.725

Bombardier to this day was saying it's an accident.

708

00:31:51.725 --> 00:31:52.925

We had to replace the gear.

709

00:31:53.325 --> 00:31:57.885

I go read our regs, you know, Jimmy read our regs.

710

00:31:58.045 --> 00:32:00.565

'cause it's, it's one of those things where it's, that is

711

00:32:01.125 --> 00:32:04.565

specifically, um, uh, uh, you know,

712

00:32:04.565 --> 00:32:05.685

removed from being an accident.

713

00:32:05.785 --> 00:32:06.785

So,

714

00:32:07.545 --> 00:32:09.165

I'm sorry, what is an E mass?

715

00:32:09.755 --> 00:32:13.095

An eMASS is the, uh, engineering materials,

716

00:32:13.795 --> 00:32:15.015
uh, arresting system.

717

00:32:15.025 --> 00:32:18.175
There you go. I got it. So it's, it's concrete that

718

00:32:18.175 --> 00:32:21.935
what it does is it, it decels the aircraft at about a, um,

719

00:32:22.215 --> 00:32:26.295
I think it's about a, uh, a half g um, rate.

720

00:32:26.435 --> 00:32:28.655
And it'll, it's, it's designed for this one.

721

00:32:28.835 --> 00:32:31.055
It was like right on the numbers.

722

00:32:31.165 --> 00:32:34.135
It's something like for a aircraft to hit it, um,

723

00:32:34.245 --> 00:32:36.255
depending on the airport, because it depends.

724

00:32:36.255 --> 00:32:38.895
They, they try to do it to the, the type of airplanes

725

00:32:38.895 --> 00:32:41.725
that are on the, uh, uh, that are mainly being flown.

726

00:32:42.185 --> 00:32:44.845
But to hit it at about 50 to 70 knots,

727

00:32:45.005 --> 00:32:46.805
I think these guys hit it at like 50 knots.

728

00:32:47.465 --> 00:32:49.925
Uh, they went 150 feet into the eMASS.

729

00:32:51.145 --> 00:32:54.805

Um, and, uh, so it's, uh, this was the, there,

730

00:32:54.805 --> 00:32:56.285
there's been multiple saves of these.

731

00:32:56.625 --> 00:32:58.285
Uh, they have 'em up in New York.

732

00:32:58.865 --> 00:33:00.285
Uh, they put one in in Chicago

733

00:33:00.415 --> 00:33:03.205
after the, uh, Southwest, uh, accident.

734

00:33:03.905 --> 00:33:05.325
Uh, they have 'em in multiple places.

735

00:33:05.505 --> 00:33:08.925
We work with the eMASS people actually, um, when they,

736

00:33:08.925 --> 00:33:11.325
when we have these events, even if they're smaller events

737

00:33:11.325 --> 00:33:15.845
that we provide them actually with the, uh, FDR data, um, so

738

00:33:15.885 --> 00:33:18.845
that they can verify their, the, their designs and,

739

00:33:18.865 --> 00:33:20.965
and ensure that it's still working out.

740

00:33:22.105 --> 00:33:25.245
You can see these on the, uh, uh, the airport directory.

741

00:33:25.275 --> 00:33:28.205
They'll, they'll, uh, list it as, as being eMASS,

742

00:33:28.225 --> 00:33:29.365
uh, and, and all.

743

00:33:32.095 --> 00:33:32.515

Mm-hmm.

744

00:33:36.985 --> 00:33:41.445

Uh, would you, would you consider a tail strike a takeoff

745

00:33:41.625 --> 00:33:44.365

or landing as an accident or incident

746

00:33:44.365 --> 00:33:47.925

because it requires some, uh, major structural repairs?

747

00:33:48.755 --> 00:33:50.525

Well, that all depends. So just

748

00:33:50.525 --> 00:33:52.525

because of the event, we've had both.

749

00:33:54.075 --> 00:33:57.565

Okay. Because what happens is on these type of events, is

750

00:33:57.565 --> 00:33:59.965

that if it's a, if the question was of course, on the,

751

00:33:59.965 --> 00:34:01.645

on a tail strike, is it an accident or incident?

752

00:34:01.665 --> 00:34:04.485

And that all depends on the on, on the date, on the damage.

753

00:34:04.995 --> 00:34:07.805

What we would do is, uh, we would get notification of it.

754

00:34:08.035 --> 00:34:09.365

We'd tell 'em to hold the recorders,

755

00:34:10.065 --> 00:34:12.885

and then we'd, we'd allow them to, uh, go in

756

00:34:12.905 --> 00:34:16.845

and conduct a maintenance, uh, investigation of, of the, uh,

757

00:34:17.065 --> 00:34:20.645

af pressure bulkhead, um, and of the, uh, structure.

758

00:34:21.545 --> 00:34:25.205

And then they would, uh, come back to us with, with that.

759

00:34:25.225 --> 00:34:27.045

And we, from that, we'd determine whether it

760

00:34:27.045 --> 00:34:28.165

was substantial damage or not.

761

00:34:28.505 --> 00:34:31.205

So it all depends on, on the damage.

762

00:34:31.595 --> 00:34:36.245

There's, we have, uh, internally, uh, uh, some, uh, some,

763

00:34:36.345 --> 00:34:37.605

uh, guidance on that.

764

00:34:38.065 --> 00:34:39.805

But even if you have a, um,

765

00:34:40.245 --> 00:34:42.605

actually there was a, uh, what was it?

766

00:34:42.605 --> 00:34:46.605

It was a seven, seven, um, I think it was

767

00:34:47.365 --> 00:34:49.725

UAE or was it, uh,

768

00:34:50.065 --> 00:34:54.405

but last year out of Miami, um, it wasn't a tail strike,

769

00:34:54.545 --> 00:34:58.485

but they took off from a taxiway, um, accidentally.

770

00:34:59.505 --> 00:35:03.285

Um, and, uh, they, they, uh, lifted off,

771

00:35:03.785 --> 00:35:06.805

but they stayed at about fif, you know, less than 50 feet

772

00:35:06.905 --> 00:35:10.365

for about at least a thousand feet or more.

773

00:35:10.785 --> 00:35:14.605

Uh, they impacted the approach lighting system, uh,

774

00:35:15.035 --> 00:35:18.085

punctured, punctured the belly and the fuselage,

775

00:35:18.945 --> 00:35:20.165

and continued on to

776

00:35:20.705 --> 00:35:22.605

either Bahrain or wherever they were going.

777

00:35:22.645 --> 00:35:26.965

I can't remember. And, um, uh, you know,

778

00:35:26.965 --> 00:35:29.645

and so they, they flew across the Atlantic with,

779

00:35:29.645 --> 00:35:31.925

with holes about this big in their fuselage.

780

00:35:32.975 --> 00:35:34.435

But that's one of the things is that,

781

00:35:34.665 --> 00:35:37.680

that technically from our aspect, is not substantial damage,

782

00:35:37.915 --> 00:35:39.245

even though you, you pressure

783

00:35:39.265 --> 00:35:40.485

or punctured the pressure vessel

784

00:35:40.555 --> 00:35:43.325

because why the system could compensate for it.

785

00:35:43.945 --> 00:35:47.885

So basically we're looking at the total area of the, of the,

786

00:35:48.025 --> 00:35:50.845

um, of the puncture versus the outflow valves.

787

00:35:51.085 --> 00:35:52.845

'cause if the outflow valves can, can compensate

788

00:35:52.845 --> 00:35:54.005

for it, it's not an accident.

789

00:35:54.265 --> 00:35:56.605

And by definition, what we used in that one was saying,

790

00:35:56.715 --> 00:35:59.005

well, they flew across the Atlantic at, uh, altitude,

791

00:35:59.105 --> 00:36:01.605

so we know that the system compensated for it.

792

00:36:02.425 --> 00:36:06.885

So yeah. But the, I guess that the, uh, structure was, uh,

793

00:36:08.445 --> 00:36:12.105

or the, um, the strength of this, the structure was,

794

00:36:12.125 --> 00:36:13.465

uh, diminished.

795

00:36:14.485 --> 00:36:16.225

It was diminished. It was diminished,

796

00:36:16.225 --> 00:36:18.385

but it wasn't, they did not, the, when we look at

797

00:36:18.385 --> 00:36:19.505
for substantial damage,

798

00:36:19.515 --> 00:36:22.505
we're looking at not just skin damage, you can, of course,

799

00:36:23.125 --> 00:36:25.785
uh, but, uh, also looking at frames Yes.

800

00:36:25.785 --> 00:36:28.825
Uh, and all of that to see if structurally the, uh,

801

00:36:28.845 --> 00:36:32.505
the aircraft, um, overall is, is, uh,

802

00:36:32.825 --> 00:36:33.985
diminished in a substantial manner.

803

00:36:34.055 --> 00:36:35.385
It's always gonna be diminished any,

804

00:36:35.385 --> 00:36:36.545
anytime you have any damage.

805

00:36:37.405 --> 00:36:38.505
But, uh, so

806

00:36:38.505 --> 00:36:41.025
that one was not an accident from our definition.

807

00:36:41.935 --> 00:36:43.465
Okay. Thank you. So,

808

00:36:43.565 --> 00:36:44.625
and that's where you have to realize

809

00:36:44.645 --> 00:36:45.865
it doesn't mean it wasn't a bad event.

810

00:36:46.045 --> 00:36:49.185

It was a bad event, right? But, uh, it's not an accident.

811

00:36:52.345 --> 00:36:54.285

So that's how it is.

812

00:36:54.285 --> 00:36:55.925

So if you have, the bigger question is,

813

00:36:55.925 --> 00:36:58.445

is on those incidences, is when, is, that's

814

00:36:58.445 --> 00:37:00.765

where you get into those, the difficult question

815

00:37:00.785 --> 00:37:03.165

of should we call the NTSB or not?

816

00:37:03.335 --> 00:37:07.685

There are notification requirements in there, um, you know,

817

00:37:07.875 --> 00:37:11.245

when, uh, for, uh, you know, loss of multiple,

818

00:37:11.305 --> 00:37:13.085

you know, multiple engines.

819

00:37:13.745 --> 00:37:17.205

Um, I know we didn't call the NTSB when flying the citation

820

00:37:17.265 --> 00:37:19.965

10 when we, you know, had dual engine flame outs,

821

00:37:20.555 --> 00:37:23.565

even though technically speaking it does, uh, it did hit

822

00:37:23.635 --> 00:37:26.445

that threshold when you have a dual engine flame out on a

823

00:37:26.445 --> 00:37:27.645

dual engine airplane.

824
00:37:28.225 --> 00:37:33.005
But, um, you know, we, we should have, I can just say that.

825
00:37:34.685 --> 00:37:37.345
Um, so what I'll,

826
00:37:37.775 --> 00:37:39.945
what I'm gonna talk about now is the investigative process.

827
00:37:42.795 --> 00:37:45.215
And it can be, depending on the event, it can be,

828
00:37:45.635 --> 00:37:46.895
it can be extensive,

829
00:37:47.035 --> 00:37:48.495
and it can, if it's a major event,

830
00:37:48.495 --> 00:37:51.285
we're gonna be looking at, at, um,

831
00:37:52.425 --> 00:37:55.965
at finishing within a year, uh, if we can, uh,

832
00:37:55.965 --> 00:37:58.445
if it's a smaller event, we're gonna be, you know,

833
00:37:58.445 --> 00:38:00.045
targeting 12 to 18 months.

834
00:38:00.145 --> 00:38:02.165
But, uh, it, depending on, on the workload,

835
00:38:02.165 --> 00:38:03.645
it might even be longer, stretch longer.

836
00:38:03.745 --> 00:38:05.965
So you can, um, it,

837
00:38:06.185 --> 00:38:08.405

it can take some time if it's a small event.

838

00:38:10.375 --> 00:38:12.475

So we have an on scene, basically, uh,

839

00:38:12.665 --> 00:38:14.555

over overview on scene investigation,

840

00:38:14.745 --> 00:38:16.235

post on scene investigation.

841

00:38:16.615 --> 00:38:18.715

We have our docket, our, uh, that we do.

842

00:38:18.715 --> 00:38:21.395

That's sort of that right at the near the end of our,

843

00:38:21.415 --> 00:38:22.595

our fact finding phase.

844

00:38:23.095 --> 00:38:25.955

We could have that dreaded public hearing, uh,

845

00:38:26.185 --> 00:38:28.115

that no one wants to hear, uh,

846

00:38:28.115 --> 00:38:30.435

that they're gonna have a public hearing to bring up, uh,

847

00:38:30.895 --> 00:38:32.955

you know, all of the events that just happened

848

00:38:33.015 --> 00:38:34.755

or that you, everybody's forgetting about

849

00:38:34.755 --> 00:38:36.285

after that happened six months ago.

850

00:38:36.945 --> 00:38:38.685

But we could have a public hearing.

851

00:38:39.505 --> 00:38:41.485
Um, and if it's a significant one nowadays,

852

00:38:41.485 --> 00:38:43.325
given the whole thing, it's,

853

00:38:43.355 --> 00:38:45.125
it's po it's most likely we will.

854

00:38:45.145 --> 00:38:46.325
And then we have, of course, the final

855

00:38:46.385 --> 00:38:47.525
report and board meeting.

856

00:38:49.735 --> 00:38:53.355
Um, there's, there's one section of, of this,

857

00:38:53.415 --> 00:38:56.395
or there's only, there's five, I have five broken down

858

00:38:56.395 --> 00:38:58.155
to five, uh, different sections.

859

00:38:58.625 --> 00:39:00.875
There's only one that you guys aren't involved in.

860

00:39:01.055 --> 00:39:02.515
And that's that final one right there.

861

00:39:03.335 --> 00:39:05.395
Uh, is the board meeting and, and,

862

00:39:05.535 --> 00:39:08.035
and, uh, fact and final report.

863

00:39:08.775 --> 00:39:11.195
Uh, you have some input into it, but you're not involved.

864

00:39:11.195 --> 00:39:12.835

That's where, when we set,

865

00:39:12.865 --> 00:39:15.275

when we make it A-N-T-S-B only investigation,

866

00:39:17.435 --> 00:39:18.975

and this government and Sunshine Act,

867

00:39:18.975 --> 00:39:20.615

we'll talk about throughout the thing.

868

00:39:20.615 --> 00:39:23.055

And that's what, uh, annoys the most party members

869

00:39:23.195 --> 00:39:25.095

and parties, is that we have

870

00:39:25.095 --> 00:39:26.255

to tell everybody what we're doing.

871

00:39:27.325 --> 00:39:32.265

But to be honest, I think that's where we can, that's

872

00:39:32.265 --> 00:39:34.385

what we actually help with, with, uh,

873

00:39:34.665 --> 00:39:36.145

recovery from bad events.

874

00:39:36.655 --> 00:39:40.025

Because the public is, is confident

875

00:39:40.055 --> 00:39:42.465

that everything's being done in a open manner,

876

00:39:42.555 --> 00:39:45.545

especially nowadays with regard to the, the government

877

00:39:45.605 --> 00:39:48.545

and how, what the, the sentiments of the governments are,

878

00:39:48.645 --> 00:39:51.105
uh, uh, about the government is, um,

879

00:39:51.125 --> 00:39:52.785
to have a government agency actually

880

00:39:53.085 --> 00:39:54.305
be open about what they do.

881

00:39:54.305 --> 00:39:57.905
And what they find is, uh, is refreshing to most people,

882

00:39:59.005 --> 00:40:00.985
except if it, what they're we're

883

00:40:01.245 --> 00:40:02.545
airing is your dirty laundry.

884

00:40:02.805 --> 00:40:05.785
And, uh, I'm not saying it's easy, I'm just saying

885

00:40:05.785 --> 00:40:07.985
that it's actually, it's necessary

886

00:40:08.525 --> 00:40:09.905
and it's one that actually helps

887

00:40:09.905 --> 00:40:10.985
you recover in the long run.

888

00:40:13.445 --> 00:40:16.425
So we're gonna talk about the party process, um,

889

00:40:18.675 --> 00:40:20.095
and which is the backbone.

890

00:40:20.095 --> 00:40:21.215
This is something that,

891

00:40:21.215 --> 00:40:25.535

that we are continually fighting about on both answering on

892

00:40:25.535 --> 00:40:29.615

the hill and answering to the press, to the public

893

00:40:30.445 --> 00:40:32.255

when they don't understand this process.

894

00:40:33.515 --> 00:40:35.455

My guys have to investigate everything from,

895

00:40:36.565 --> 00:40:37.625

in major investigations

896

00:40:37.625 --> 00:40:40.505

and everything from a, uh, a Lear, uh,

897

00:40:40.725 --> 00:40:44.825

and Cessna, uh, uh, even an eclipse to

898

00:40:45.455 --> 00:40:50.395

an A three 80, and then even now a Falcon Nine Rocket.

899

00:40:52.095 --> 00:40:54.555

Um, we don't have that expertise

900

00:40:54.945 --> 00:40:56.595

because we only have, as I said,

901

00:40:56.735 --> 00:40:59.435

we only have about 50 investigators that do majors.

902

00:41:00.095 --> 00:41:03.835

So what we do is we rely on the party system, okay?

903

00:41:03.975 --> 00:41:06.795

We can't do this without you guys. We need you.

904

00:41:07.135 --> 00:41:09.075

But you have to understand what, what it is,

905

00:41:09.825 --> 00:41:12.315
what your role is, and, um,

906

00:41:12.735 --> 00:41:14.715
and how, how you interact with us.

907

00:41:14.815 --> 00:41:18.195
So if you're, you're gonna be a party, likely

908

00:41:18.855 --> 00:41:20.275
if you are, um,

909

00:41:21.235 --> 00:41:22.875
involved in the accident at some point in time

910

00:41:23.175 --> 00:41:24.715
or in some, at some level.

911

00:41:24.735 --> 00:41:25.795
So if you have a dog in the fight,

912

00:41:25.795 --> 00:41:26.875
you're gonna be involved in it.

913

00:41:27.495 --> 00:41:28.955
Are you guaranteed party status,

914

00:41:32.645 --> 00:41:34.725
even if it's a citation that crashes?

915

00:41:34.745 --> 00:41:37.045
Is Cessna party sta a guaranteed party status?

916

00:41:39.585 --> 00:41:41.765
No. There's only one party that is, and who is that?

917

00:41:42.785 --> 00:41:44.805
And why is that? It's the FAA

918

00:41:44.805 --> 00:41:47.325

and why, why would we want them involved

919

00:41:47.435 --> 00:41:48.645
from in everything that we do?

920

00:41:49.225 --> 00:41:50.645
And it's not politics.

921

00:41:53.955 --> 00:41:56.165
They're the only, what, what are we responsible?

922

00:41:56.165 --> 00:41:59.005
What do we have responsibility over a broken piece of metal?

923

00:41:59.675 --> 00:42:03.885
They can, they can, uh, affect change immediately,

924

00:42:04.145 --> 00:42:05.405
and they have multiple times.

925

00:42:05.815 --> 00:42:08.885
Think of it this way. If we have an investigation, say FA,

926

00:42:08.885 --> 00:42:12.085
a, you can't take part, okay, we're gonna do two weeks

927

00:42:12.085 --> 00:42:14.885
of investigation, and now we're gonna find some sub

928

00:42:14.955 --> 00:42:19.405
significant issue with an inspection process for, uh, um,

929

00:42:20.195 --> 00:42:23.565
buildup or, or slats, which we ha this has occurred.

930

00:42:24.905 --> 00:42:26.165
It would take at least a, a week

931

00:42:26.165 --> 00:42:27.805
or two for them to understand it.

932

00:42:27.835 --> 00:42:29.885

We'd have to go, okay, FA here's what we found.

933

00:42:30.105 --> 00:42:32.285

They'd say, well, did you look at this, this, and this? No.

934

00:42:32.345 --> 00:42:34.525

You know, so what it is, is it could,

935

00:42:34.525 --> 00:42:36.565

it's at the very least gonna extend the time.

936

00:42:37.065 --> 00:42:38.885

But the reason why we have the fa a there is so

937

00:42:38.885 --> 00:42:40.165

that they're there a step of the way,

938

00:42:41.185 --> 00:42:43.565

and that's is actually why you as a party are there too.

939

00:42:43.865 --> 00:42:45.165

So you're there every step of the way,

940

00:42:45.165 --> 00:42:46.165

and everybody sort of comes

941

00:42:46.165 --> 00:42:47.885

to the conclusion at the same time.

942

00:42:48.005 --> 00:42:52.005

And 95% of the time, okay, of this is what needs to be done.

943

00:42:53.635 --> 00:42:55.935

Um, so that's why the FA is involved.

944

00:42:56.875 --> 00:42:58.695

But from you, the parties, there's two people

945

00:42:58.695 --> 00:43:00.415

that you're gonna, or two types of people,

946

00:43:00.595 --> 00:43:02.095

you're gonna have one party coordinator.

947

00:43:02.095 --> 00:43:05.935

That's only one person. We want somebody that can speak

948

00:43:05.935 --> 00:43:08.055

for the company, but not

949

00:43:08.575 --> 00:43:10.255

somebody too high up in the company.

950

00:43:10.395 --> 00:43:13.855

Why wouldn't we want to have a vice president of operations

951

00:43:14.835 --> 00:43:16.255

as our party coordinator?

952

00:43:18.855 --> 00:43:20.515

Eh, a little bit of conflict of interest.

953

00:43:20.515 --> 00:43:24.395

But here's the thing. Um, what that, when event happens,

954

00:43:25.465 --> 00:43:29.315

everybody in that company is focused on that event.

955

00:43:29.315 --> 00:43:32.475

Correct? Especially as a manufacturer, okay?

956

00:43:32.535 --> 00:43:34.155

As a manufacturer, when something happens,

957

00:43:34.465 --> 00:43:36.515

everybody's focused on it, especially if it's a,

958

00:43:36.515 --> 00:43:37.795

if it's in flight test, right?

959

00:43:39.055 --> 00:43:40.595

But then what happens after that first

960

00:43:40.665 --> 00:43:41.915

week or that second week?

961

00:43:42.065 --> 00:43:44.235

What has to, what does that company have to do?

962

00:43:46.105 --> 00:43:48.435

It's gotta not just protect itself. It's gotta keep running.

963

00:43:48.585 --> 00:43:50.395

Yeah, it's gotta keep running.

964

00:43:50.615 --> 00:43:51.635

And if it keeps running,

965

00:43:52.495 --> 00:43:54.235

but if that vice president of operation,

966

00:43:54.235 --> 00:43:57.325

does he have a few things to do to keep that running?

967

00:43:57.665 --> 00:43:58.965

Yes. So is he gonna help?

968

00:43:59.025 --> 00:44:00.965

Is he gonna have be not a hundred percent

969

00:44:00.985 --> 00:44:04.285

or like 80% focused on what we need from him?

970

00:44:04.505 --> 00:44:06.525

The answer is no. That's why we don't.

971

00:44:06.545 --> 00:44:09.005

So if you, if one of your vice presidents says, Hey,

972

00:44:09.005 --> 00:44:12.125

I wanna be the coordinator, um, you can say,

973

00:44:12.155 --> 00:44:13.325

well, it's not gonna happen.

974

00:44:13.465 --> 00:44:16.205

And guess what? When, if they tried it in the organizational

975

00:44:16.205 --> 00:44:17.965

meeting that we talk, we'll tell 'em the exact same

976

00:44:17.965 --> 00:44:20.005

thing, okay?

977

00:44:22.145 --> 00:44:25.645

Um, they're supposed to, uh, they have to, they're, they,

978

00:44:25.665 --> 00:44:29.085

uh, they will be responsible for all of their group members,

979

00:44:29.505 --> 00:44:33.505

uh, or their group, uh, the, the technical group members

980

00:44:33.505 --> 00:44:34.545

that they have on each of the groups.

981

00:44:34.725 --> 00:44:37.225

And guess what? You're gonna be responsible for your CEO.

982

00:44:39.175 --> 00:44:42.995

So you're in an unenviable position to tell your CEO and,

983

00:44:43.055 --> 00:44:45.675

and, and president that they can't say things.

984

00:44:47.215 --> 00:44:48.795

So, but guess what?

985

00:44:48.795 --> 00:44:49.875

If they say something and,

986

00:44:49.975 --> 00:44:52.595

and, um, guess who's gonna be talked to first?

987

00:44:54.095 --> 00:44:55.955

The party coordinator. Okay?

988

00:44:56.255 --> 00:45:00.635

So, um, that's why I, again, this is why this is important

989

00:45:00.635 --> 00:45:02.435

for you guys to take this information and,

990

00:45:02.455 --> 00:45:05.755

and actually put it up, go upstream with this information.

991

00:45:06.235 --> 00:45:07.715

'cause a lot of times, the, the, uh,

992

00:45:07.715 --> 00:45:09.155

those higher level guys don't wanna sit

993

00:45:09.395 --> 00:45:10.435

down and listen to me talk.

994

00:45:12.855 --> 00:45:14.755

And then we have the party group members, okay?

995

00:45:14.755 --> 00:45:16.355

These are the, these are the technical folks.

996

00:45:16.355 --> 00:45:18.195

These are, these, are you people in the room?

997

00:45:18.275 --> 00:45:20.715

A lot of you here would be, would be, uh,

998

00:45:20.715 --> 00:45:22.275

technical group members, potentially,

999

00:45:22.975 --> 00:45:24.275

um, on the different groups.

1000

00:45:24.615 --> 00:45:29.115

But the big thing here is that suitably qualified technical

1001

00:45:29.655 --> 00:45:31.955

in informa or individual, okay?

1002

00:45:33.225 --> 00:45:34.995

It's, we can't do it without you,

1003

00:45:35.295 --> 00:45:37.035

but we're not doing it because of you.

1004

00:45:37.705 --> 00:45:41.635

Okay? We are not doing it so that you can, you,

1005

00:45:41.735 --> 00:45:43.875

you aren't there to, to just suck it in

1006

00:45:43.895 --> 00:45:46.555

and then spit it out to your, your management.

1007

00:45:46.935 --> 00:45:48.795

You're there to provide input to the group

1008

00:45:48.815 --> 00:45:51.315

to ask those questions of the cadet controller.

1009

00:45:51.855 --> 00:45:56.235

Um, similar to the, like, uh, Lexington, in Lexington, uh,

1010

00:45:56.235 --> 00:45:59.515

comm Air Lexington, 51 91, uh,

1011

00:45:59.575 --> 00:46:01.755

the Delta Airlines or Comm Air.

1012

00:46:02.815 --> 00:46:07.075

Uh, and, um, ALPA, uh, did not

1013

00:46:07.865 --> 00:46:11.595

have, uh, tried to have people on, uh, on the A TC group.

1014

00:46:12.735 --> 00:46:15.795

Uh, I, they didn't have anybody that was suitably qualified.

1015

00:46:16.335 --> 00:46:19.115

One of 'em had a guy that was a patco, uh,

1016

00:46:19.395 --> 00:46:20.955

a TC, you know, controller.

1017

00:46:21.455 --> 00:46:25.475

Um, that was, um, that time it was at least 20 years,

1018

00:46:25.655 --> 00:46:26.955

or, you know, at that point in time.

1019

00:46:26.975 --> 00:46:29.315

So he didn't have any real recent understanding

1020

00:46:29.315 --> 00:46:30.355

of a TC work.

1021

00:46:31.015 --> 00:46:33.635

Um, I had to answer for that through an entire investigation

1022

00:46:33.775 --> 00:46:35.915

and in the board meeting, why I did

1023

00:46:35.915 --> 00:46:37.075

not have to have those guys on.

1024

00:46:37.575 --> 00:46:39.915

But that's not what they're there.

1025

00:46:40.055 --> 00:46:42.555

My group chairman is there to learn a little.

1026

00:46:42.575 --> 00:46:46.355

He, uh, he was a, uh, used to be an A TC um,

1027

00:46:46.925 --> 00:46:50.115

controller, but he learned different things.

1028

00:46:50.495 --> 00:46:53.155

That's his job. Our job as N-N-T-S-B is to learn

1029

00:46:53.155 --> 00:46:55.555

that We don't want the group members out there to,

1030

00:46:55.555 --> 00:46:57.755

to be learning and to, uh, understanding it.

1031

00:46:57.755 --> 00:47:00.115

They need to be, uh, asking those questions.

1032

00:47:00.175 --> 00:47:03.155

What's a, you know, why did you pick the 3, 2, 1 schedule?

1033

00:47:03.975 --> 00:47:05.275

Why did you do this, this, and this?

1034

00:47:06.295 --> 00:47:08.035

So make sure you understand that, just

1035

00:47:08.235 --> 00:47:10.275

'cause you don't have to have somebody on every group.

1036

00:47:11.695 --> 00:47:13.235

So, how's this work? What's happening?

1037

00:47:14.215 --> 00:47:15.395

Um, let's see what's here.

1038

00:47:15.395 --> 00:47:17.995

You can, oh, by the way, here's just, uh, these two,

1039

00:47:17.995 --> 00:47:21.155

this is, uh, um, PPEs, uh,

1040
00:47:22.345 --> 00:47:24.995
what you'll be looking like if you're gonna be, uh, walking

1041
00:47:24.995 --> 00:47:27.675
around on scene with a, in a highly fragmented, uh,

1042
00:47:28.775 --> 00:47:29.845
uh, accident.

1043
00:47:30.185 --> 00:47:32.405
Um, this was, uh, um,

1044
00:47:34.245 --> 00:47:35.725
I think Buffalo, no, not Buffalo.

1045
00:47:36.085 --> 00:47:37.565
I don't know where that this one is.

1046
00:47:37.585 --> 00:47:40.605
Um, this was in Venezuela.

1047
00:47:40.905 --> 00:47:44.965
That's, uh, all of my, my technical advisors, uh, trying

1048
00:47:44.965 --> 00:47:46.605
to stay, uh, cool.

1049
00:47:46.625 --> 00:47:49.685
That's the only shade we had in about 45

1050
00:47:49.745 --> 00:47:51.765
to 47 degree sea temperatures

1051
00:47:52.145 --> 00:47:54.085
and about a thousand percent humidity.

1052
00:47:54.465 --> 00:47:56.205
It was, it was miserable.

1053
00:47:56.525 --> 00:48:00.645

I, um, and in, there's another picture of the, of the, uh,

1054

00:48:00.965 --> 00:48:02.325
military force that had to be out there

1055

00:48:02.325 --> 00:48:04.325
with us since we were in the, in the middle of nowhere.

1056

00:48:06.145 --> 00:48:09.165
So an event happens. What's, what?

1057

00:48:09.305 --> 00:48:11.525
How do, how does this all work? And what, what do we do?

1058

00:48:12.835 --> 00:48:16.415
So we have what's called now the NTSB Response Operation

1059

00:48:16.415 --> 00:48:17.695
Center, used to be the Comm Center.

1060

00:48:17.715 --> 00:48:19.535
If you, if those, for those that have been around

1061

00:48:19.535 --> 00:48:22.255
for a while, it's now called the Response Operation Center.

1062

00:48:22.595 --> 00:48:26.135
Um, these guys help us, uh, with the, all the notifications.

1063

00:48:26.135 --> 00:48:27.735
They're always, uh, looking

1064

00:48:27.795 --> 00:48:29.175
for anything that happens in the media.

1065

00:48:30.315 --> 00:48:33.095
Uh, we get it either from, from our fa a counterparts.

1066

00:48:33.095 --> 00:48:36.455
We have direct, uh, uh, texts from the fa different, uh,

1067

00:48:36.655 --> 00:48:38.975

ops centers that the FA a has or usually the media.

1068

00:48:39.835 --> 00:48:43.525

Um, and, uh, that was the interesting thing

1069

00:48:43.525 --> 00:48:45.285

for Adriana, actually.

1070

00:48:45.505 --> 00:48:48.125

Uh, there was, even though it's in San Francisco,

1071

00:48:49.055 --> 00:48:52.085

there was very little media coverage initially.

1072

00:48:52.665 --> 00:48:56.405

Um, and, uh, it was, it was quite interesting, uh, trying

1073

00:48:56.405 --> 00:48:59.285

to, that the chaos that happens when an accident occurs is

1074

00:48:59.305 --> 00:49:02.405

one that is, um, unless you, you take part in it,

1075

00:49:02.405 --> 00:49:03.605

you can't really understand.

1076

00:49:03.945 --> 00:49:05.725

But what we're trying to do is, is, as we say,

1077

00:49:05.725 --> 00:49:07.085

separating the wheat from the chaff,

1078

00:49:07.195 --> 00:49:09.205

because we hear a lot of stuff on the news,

1079

00:49:09.385 --> 00:49:11.485

the talking heads, everything's happening.

1080

00:49:12.345 --> 00:49:14.525

Um, that's an example for Adriana.

1081

00:49:15.105 --> 00:49:18.885

Up until when we, um, we went out there, uh, we thought

1082

00:49:18.885 --> 00:49:20.245

that there was a, a big pile

1083

00:49:20.245 --> 00:49:23.245

of bodies we were getting from the, uh, FBII said,

1084

00:49:23.345 --> 00:49:26.165

up front in the airplane, there's, there's 50 plus people

1085

00:49:27.455 --> 00:49:30.645

piled up and the news media saying there's only two fatal,

1086

00:49:31.225 --> 00:49:33.565

uh, opposite miracle on the Hub Hudson,

1087

00:49:33.705 --> 00:49:35.205

we were hearing, oh, everybody survived.

1088

00:49:35.665 --> 00:49:38.805

And every single NTSB investigator saying,

1089

00:49:38.905 --> 00:49:40.005

not, no, but hell no.

1090

00:49:40.005 --> 00:49:41.205

Could everybody survive that?

1091

00:49:41.945 --> 00:49:43.805

You know, especially when we see 'em jumping in the water,

1092

00:49:44.185 --> 00:49:45.765

we knew someone had to sink.

1093

00:49:45.785 --> 00:49:46.925

So, I mean, that's, that's cold.

1094
00:49:46.925 --> 00:49:49.085
That's the coldest I've been in a while when I was up there.

1095
00:49:49.825 --> 00:49:52.205
Um, so it's all, it's all chaos.

1096
00:49:52.345 --> 00:49:53.285
You don't know what's going on

1097
00:49:53.285 --> 00:49:54.365
and what's real and what's not.

1098
00:49:55.625 --> 00:49:57.325
But if you have an event, what you need

1099
00:49:57.325 --> 00:50:00.965
to do is contact the NTSB Ops Center and, uh,

1100
00:50:01.305 --> 00:50:04.845
and they will, uh, get you directly in touch with the, uh,

1101
00:50:04.875 --> 00:50:08.605
duty officer, one of my guys that's, uh, on duty.

1102
00:50:08.905 --> 00:50:11.685
And they will, then you can start actually communicating

1103
00:50:11.705 --> 00:50:13.925
of what's, what's real as opposed to what's on the news.

1104
00:50:16.735 --> 00:50:20.075
Uh, then we will, depending on if the, uh, if the

1105
00:50:20.985 --> 00:50:22.395
Gulf Stream or the, uh,

1106
00:50:22.535 --> 00:50:25.235
or the citations are, are in the shop getting worked on,

1107
00:50:25.655 --> 00:50:29.205

if they're not we'll likely take, uh, an FAA airplane out

1108

00:50:29.205 --> 00:50:32.565

of hangar six outta DCA and, and head out.

1109

00:50:32.745 --> 00:50:36.085

Um, the Go team will consist of, of course, the IIC,

1110

00:50:36.085 --> 00:50:37.125

the investigator in charge.

1111

00:50:37.825 --> 00:50:39.765

And then, uh, it used

1112

00:50:39.765 --> 00:50:42.565

to have more hangers on than it did investigators,

1113

00:50:42.585 --> 00:50:43.605

but we've worked that out.

1114

00:50:44.265 --> 00:50:46.325

We now have more investigators on board than

1115

00:50:46.325 --> 00:50:47.365

we do, uh, hangers on.

1116

00:50:47.365 --> 00:50:50.525

So that's a good thing. We just have the board member, uh,

1117

00:50:50.705 --> 00:50:52.725

we will have, um, the TDA

1118

00:50:52.725 --> 00:50:54.405

as transportation disaster assistance.

1119

00:50:54.755 --> 00:50:56.365

Even if it's one of your accidents

1120

00:50:56.385 --> 00:50:58.045

and we're doing a launch with a board member,

1121

00:50:58.065 --> 00:51:00.125

we probably will bring a TDA person to assist.

1122

00:51:00.745 --> 00:51:02.685

One of the things that you do, you know, have

1123

00:51:02.685 --> 00:51:04.765

to think about is that family interaction.

1124

00:51:05.025 --> 00:51:08.965

Um, even though you're not legislatively required to do it,

1125

00:51:09.585 --> 00:51:10.965

um, if you don't do it

1126

00:51:10.965 --> 00:51:12.765

and you don't think about it, it's gonna,

1127

00:51:13.155 --> 00:51:15.085

that'll be the biggest problem that you have.

1128

00:51:16.255 --> 00:51:19.315

Um, I've done one, uh, the Turkish Airlines, uh,

1129

00:51:19.765 --> 00:51:22.635

three seven was a, was a Boeing 7, 3 7.

1130

00:51:22.935 --> 00:51:25.875

And, and actually the majority of the fatalities, or,

1131

00:51:25.935 --> 00:51:28.235

or almost all the fatalities in the cabin

1132

00:51:28.585 --> 00:51:29.715

were Boeing employees.

1133

00:51:30.345 --> 00:51:31.555

That was an interesting one.

1134

00:51:32.535 --> 00:51:34.955

Uh, they were all wedge tail, uh, engineers.

1135

00:51:35.095 --> 00:51:37.155

And they, uh, you know, it was, it was interesting

1136

00:51:37.235 --> 00:51:38.995

'cause you had to, we had to deal with the safety guys,

1137

00:51:38.995 --> 00:51:40.635

but then they put up a firewall to deal

1138

00:51:40.635 --> 00:51:41.675

with the family members.

1139

00:51:41.895 --> 00:51:43.635

So Boeing had been through it enough

1140

00:51:43.635 --> 00:51:44.875

that they had already worked it out.

1141

00:51:45.375 --> 00:51:47.395

Uh, it went fairly smoothly,

1142

00:51:47.525 --> 00:51:49.475

especially being a foreign accident as well.

1143

00:51:50.735 --> 00:51:51.915

But you have to think about that.

1144

00:51:52.495 --> 00:51:54.715

We will have our public affairs and our general counsel.

1145

00:51:54.785 --> 00:51:57.435

What you might see also, if we have time, um,

1146

00:51:57.745 --> 00:51:59.515

from a public affairs side, is our,

1147

00:51:59.615 --> 00:52:03.555

our board members will do a standup either at Hanger six,

1148

00:52:03.815 --> 00:52:05.555

or if they have time, they'll actually go in

1149

00:52:05.555 --> 00:52:08.835

and shoot some sort of video nowadays, uh, uh, in downtown.

1150

00:52:09.015 --> 00:52:11.355

Uh, that'll just say what we're doing, what we're, you know,

1151

00:52:11.355 --> 00:52:13.315

what, what happened, and who's launching.

1152

00:52:14.365 --> 00:52:17.305

Um, and then we, we do have, usually not on the airplane,

1153

00:52:17.325 --> 00:52:19.185

but we'll, we'll be part of the GO team

1154

00:52:19.185 --> 00:52:21.825

that my fly in afterwards will be the general counsel.

1155

00:52:22.975 --> 00:52:24.425

It's not a legal investigation.

1156

00:52:24.565 --> 00:52:26.665

But guess what's happened over the last couple

1157

00:52:26.665 --> 00:52:28.625

of years has been more difficult for us to deal

1158

00:52:28.625 --> 00:52:30.905

with certain aspects of getting information.

1159

00:52:31.325 --> 00:52:33.065

So we, we do have subpoena authority

1160

00:52:33.405 --> 00:52:34.505

and they will help us with that

1161

00:52:34.565 --> 00:52:35.985

and interact with the hospitals,

1162

00:52:35.985 --> 00:52:38.625

with the hotel rooms, anything to that effect.

1163

00:52:40.465 --> 00:52:42.285

It doesn't mean that you have to, that your invest,

1164

00:52:42.285 --> 00:52:43.285

that your, uh,

1165

00:52:43.285 --> 00:52:45.485

general counsel will be involved in our investigation.

1166

00:52:45.595 --> 00:52:47.365

They'll be involved, but they won't be

1167

00:52:47.485 --> 00:52:48.805

involved directly in our investigation.

1168

00:52:51.555 --> 00:52:54.935

So the big thing is, what do we do?

1169

00:52:54.935 --> 00:52:57.655

We get on scene, the go team's gonna get on scene,

1170

00:52:57.955 --> 00:53:01.055

and we're gonna go out and look, uh, at the accident site.

1171

00:53:01.585 --> 00:53:03.015

We're gonna do a standup, uh,

1172

00:53:03.075 --> 00:53:05.135

we call it a plant in the flag saying,

1173

00:53:05.195 --> 00:53:06.495

you know, we're the NTSB.

1174

00:53:06.495 --> 00:53:09.815

We're here to help. Um, we're, we're gonna be investigating.

1175
00:53:10.275 --> 00:53:11.775
Uh, we don't give out much information.

1176
00:53:11.895 --> 00:53:13.095
'cause much information's not known,

1177
00:53:13.875 --> 00:53:15.695
but the investigation starts.

1178
00:53:15.895 --> 00:53:18.935
There's two important meetings at a, at an investigation.

1179
00:53:18.955 --> 00:53:20.855
The first one is right here, organizational meeting.

1180
00:53:22.425 --> 00:53:24.095
We'll go out to the site prior to it,

1181
00:53:24.115 --> 00:53:26.445
and mainly to get the, uh, get the recorders,

1182
00:53:27.695 --> 00:53:30.075
um, and that sort of thing.

1183
00:53:30.075 --> 00:53:32.635
But just to assess the, the situation, see what,

1184
00:53:32.705 --> 00:53:34.675
what we have, uh, to deal with.

1185
00:53:35.375 --> 00:53:38.315
But the, the whole investigation starts right here.

1186
00:53:38.425 --> 00:53:41.275
This organizational meeting is the most important

1187
00:53:41.275 --> 00:53:42.475
meeting that we have.

1188
00:53:43.175 --> 00:53:46.435

It sets the tone of the investigation without it, uh,

1189

00:53:46.435 --> 00:53:50.555

if it's not done with everybody, uh, then it, it sort

1190

00:53:50.555 --> 00:53:52.195

of fragments the investigation and,

1191

00:53:52.255 --> 00:53:55.595

and causes confusion again, lack of communication.

1192

00:53:56.255 --> 00:54:00.355

So if we had one that happens, uh, if we have a, like,

1193

00:54:00.365 --> 00:54:04.355

let's say Southwest, Yuma, uh, Southwest, uh, 7, 3 7,

1194

00:54:04.375 --> 00:54:07.795

or let's even, no, let's, uh, spaceship two, uh,

1195

00:54:07.795 --> 00:54:08.955

spaceship two happened.

1196

00:54:09.135 --> 00:54:12.515

Um, and, uh, we are, you know, that's one

1197

00:54:12.515 --> 00:54:15.075

of those things when you, when it's, uh, announced, um,

1198

00:54:15.455 --> 00:54:18.035

we actually, I was watching the tweets and,

1199

00:54:18.095 --> 00:54:19.155

and everything to that effect

1200

00:54:19.655 --> 00:54:21.195

and knew exactly when it happened.

1201

00:54:21.195 --> 00:54:22.915

So I was actually the notification source.

1202

00:54:23.695 --> 00:54:25.755

Um, my, uh, safety

1203

00:54:25.975 --> 00:54:29.435

or my, uh, space investigator, Lorenda Ward,

1204

00:54:29.495 --> 00:54:32.235

she was down at, in at the, an Terry's event

1205

00:54:32.235 --> 00:54:34.035

that happened one week prior to her.

1206

00:54:34.035 --> 00:54:37.475

And the, uh, a ST folks were in looking at, at ordinance

1207

00:54:37.495 --> 00:54:39.035

and didn't have any other phones on.

1208

00:54:39.415 --> 00:54:40.595

Um, well, didn't have any phones

1209

00:54:40.595 --> 00:54:41.835

on 'em 'cause they didn't wanna blow up.

1210

00:54:42.415 --> 00:54:44.595

So, um, you know,

1211

00:54:44.895 --> 00:54:46.795

but when that happened, it happened,

1212

00:54:46.875 --> 00:54:48.075

I think about noon our time,

1213

00:54:49.375 --> 00:54:52.795

or I made three o'clock in that in the early afternoon.

1214

00:54:54.015 --> 00:54:57.835

Uh, we made the decision not to launch out, uh, immediately,

1215

00:54:57.985 --> 00:54:59.795

because by the time we'd get there and,

1216

00:54:59.795 --> 00:55:00.995
and everything would be, um,

1217

00:55:01.425 --> 00:55:02.715
it'd be too late to do any work.

1218

00:55:03.055 --> 00:55:05.235
So we launched out at five in the morning the next day.

1219

00:55:06.095 --> 00:55:08.995
But, uh, and then when we got out there, by that time, uh,

1220

00:55:08.995 --> 00:55:10.435
everybody had had arrived

1221

00:55:10.895 --> 00:55:13.875
and we had it, uh, at, uh, noon on, on Saturday.

1222

00:55:15.055 --> 00:55:18.675
Um, if it's a foreign accident for us, like we gotta wait

1223

00:55:18.735 --> 00:55:23.155
for Airbus to come in, or Bombardier

1224

00:55:23.895 --> 00:55:28.395
and TSB or we, the BEA, of course, from France,

1225

00:55:28.655 --> 00:55:32.555
or if it's from Brazil, we have to wait for Sun to come in

1226

00:55:33.245 --> 00:55:34.435
along with Embraer.

1227

00:55:34.715 --> 00:55:37.955
Although Embraer has their facilities down here that we deal

1228

00:55:37.955 --> 00:55:41.195
with, uh, with them, but it could take a day

1229

00:55:41.195 --> 00:55:42.195
or so for it to start.

1230

00:55:42.735 --> 00:55:45.955
Um, but that's the hardest thing that we have is to, is

1231

00:55:45.975 --> 00:55:47.555
to slow everybody down.

1232

00:55:48.735 --> 00:55:53.555
Um, American, um, uh, uh,

1233

00:55:54.095 --> 00:55:58.715
uh, 5 87, sorry, American 5 87,

1234

00:55:58.955 --> 00:56:02.075
November, 2001 in New York on top of five houses

1235

00:56:02.665 --> 00:56:04.155
only a couple months after nine 11.

1236

00:56:04.775 --> 00:56:07.635
It was a little bit of a chaotic, chaotic situation.

1237

00:56:08.215 --> 00:56:12.235
Um, we, it was downright ugly at the accident site

1238

00:56:12.235 --> 00:56:17.075
because, uh, one of the houses was a, uh, um, was a,

1239

00:56:17.255 --> 00:56:19.755
uh, one of the mothers of a fireman.

1240

00:56:20.505 --> 00:56:23.845
They all came down from ground zero and they came up there

1241

00:56:23.985 --> 00:56:25.125
and said, we're here to help.

1242

00:56:25.595 --> 00:56:27.565

They're getting ready to form those bucket lines.

1243

00:56:28.225 --> 00:56:30.205

We came out there, looked around and left.

1244

00:56:31.905 --> 00:56:35.045

And as you know, new Yorkers usually are very reserved.

1245

00:56:35.985 --> 00:56:38.765

Um, and so it was quite, you know, they,

1246

00:56:38.785 --> 00:56:42.805

but they were literally yelling at us, uh, telling us,

1247

00:56:43.065 --> 00:56:44.205

why aren't you doing anything?

1248

00:56:45.025 --> 00:56:46.325

Why aren't you inve?

1249

00:56:46.325 --> 00:56:47.845

You know, we need to, we're here to help.

1250

00:56:48.185 --> 00:56:50.045

We have to go in and start doing it.

1251

00:56:50.345 --> 00:56:51.445

And it's like, we had it,

1252

00:56:51.545 --> 00:56:52.885

we couldn't even explain it to 'em.

1253

00:56:52.885 --> 00:56:55.725

We just had to let 'em yell at us, um, for a little bit.

1254

00:56:55.845 --> 00:56:57.085

'cause we didn't start till the next day.

1255

00:56:58.695 --> 00:57:00.555

But they're used to, they were used to the,

1256

00:57:00.735 --> 00:57:02.195
to the bucket lines, you know?

1257

00:57:02.495 --> 00:57:04.635
And so, but we had to explain to 'em, if we do that,

1258

00:57:04.635 --> 00:57:06.435
we're gonna miss something critical.

1259

00:57:07.175 --> 00:57:08.875
We have to be fast,

1260

00:57:08.935 --> 00:57:12.955
but we have to be methodical on top of a, you know,

1261

00:57:12.955 --> 00:57:14.915
we had a a, an a 300 on top of five houses,

1262

00:57:14.915 --> 00:57:16.315
like I said, five different sites.

1263

00:57:17.655 --> 00:57:20.955
Um, and we were out of there in, in less than seven days.

1264

00:57:22.135 --> 00:57:24.315
We can do it, we do do it quick once we get started,

1265

00:57:24.895 --> 00:57:27.675
but we wanna make sure that we have a plan to get started.

1266

00:57:28.015 --> 00:57:29.915
That's what, that's what's I have to, you have

1267

00:57:29.915 --> 00:57:31.075
to understand about the org meeting.

1268

00:57:31.455 --> 00:57:32.835
You will have that pressure.

1269

00:57:33.305 --> 00:57:36.075

Southwest Yuma, again, Boeing

1270

00:57:36.335 --> 00:57:40.035

and Southwest definitely had a dog in the fight.

1271

00:57:42.495 --> 00:57:47.045

The pressure to start before we got there was immense

1272

00:57:47.275 --> 00:57:49.245

because they said, well, well, we got,

1273

00:57:49.465 --> 00:57:52.125

we got 200 other airplanes, you know, we gotta do it.

1274

00:57:52.125 --> 00:57:54.045

We gotta, and we had to say, no, no, no, no, no.

1275

00:57:54.945 --> 00:57:58.485

But, uh, the pressure on the NTSB is, is very, we also have

1276

00:57:58.485 --> 00:58:00.525

that when it's, when it's on an airplane airport.

1277

00:58:02.125 --> 00:58:03.825

So we're just gonna, the big thing is,

1278

00:58:03.825 --> 00:58:05.265

is safety rules of the road.

1279

00:58:05.765 --> 00:58:08.505

Um, we're gonna form, you're gonna get party status.

1280

00:58:09.405 --> 00:58:11.585

Uh, normally everybody's talking beforehand,

1281

00:58:11.685 --> 00:58:12.865

so it's just a formality.

1282

00:58:14.155 --> 00:58:16.415

Um, but then we're gonna form the groups.

1283

00:58:16.525 --> 00:58:18.855

It's gonna be about a two to two hour meeting, probably.

1284

00:58:19.715 --> 00:58:22.455

And, uh, this is where we're gonna say structures group,

1285

00:58:22.455 --> 00:58:23.535

and then we're gonna say, FA,

1286

00:58:23.555 --> 00:58:25.055

who do you got for that structures group?

1287

00:58:25.395 --> 00:58:26.655

And they're gonna say who they have,

1288

00:58:26.655 --> 00:58:28.455

and it's gonna, it's, it's kind of boring,

1289

00:58:28.475 --> 00:58:30.655

but we wanna do it that way so that we understand who's on

1290

00:58:30.655 --> 00:58:32.895

that group and what they're, what they're gonna add to it.

1291

00:58:38.275 --> 00:58:39.895

So what groups do we have?

1292

00:58:41.715 --> 00:58:45.575

We have, um, we can form anywhere from 12 to 15 groups.

1293

00:58:46.635 --> 00:58:50.175

Uh, and generally we, uh, you know, we have the, your, uh,

1294

00:58:50.175 --> 00:58:51.495

these are like the smaller groups.

1295

00:58:51.495 --> 00:58:54.335

Then I'll go through the ones that you guys would be, uh,

1296

00:58:54.485 --> 00:58:58.335

most, um, you know, in, uh, involved with

1297

00:58:59.135 --> 00:59:01.215

survival factors, airports, weather, a TC,

1298

00:59:01.585 --> 00:59:03.135

those are all self-explanatory.

1299

00:59:03.155 --> 00:59:05.255

The, the airports and, and a TC

1300

00:59:05.275 --> 00:59:06.775

or the airports and survival factors.

1301

00:59:07.415 --> 00:59:08.815

Survival factors are very, it's like one

1302

00:59:08.815 --> 00:59:11.975

of our biggest groups now, uh, in a sense that,

1303

00:59:11.995 --> 00:59:14.415

or I'd say have the most on scene work

1304

00:59:14.415 --> 00:59:16.415

because they have to document, especially if you have a,

1305

00:59:16.695 --> 00:59:20.095

a large aircraft, one of your aircraft won't be as much, um,

1306

00:59:20.565 --> 00:59:22.245

because you have fewer seats,

1307

00:59:22.865 --> 00:59:25.005

but sometimes they have to document 300 seats.

1308

00:59:26.425 --> 00:59:28.645

Um, and, uh, it's important work.

1309

00:59:29.265 --> 00:59:33.325

Um, but then like I said, the other groups we have is, uh,

1310
00:59:33.325 --> 00:59:35.645
is our, uh, structure systems, power plants.

1311
00:59:36.295 --> 00:59:37.605
Let's go back one thing though,

1312
00:59:38.745 --> 00:59:40.365
for our survival factors group

1313
00:59:42.275 --> 00:59:45.535
and airports group, who are we gonna want on those groups

1314
00:59:46.245 --> 00:59:47.255
from your companies?

1315
00:59:50.275 --> 00:59:51.385
Cabin safety, correct.

1316
00:59:51.445 --> 00:59:53.785
Either the cabin safety, I mean, those are the folks that,

1317
00:59:53.785 --> 00:59:55.745
that would be able to help us, uh, understand.

1318
00:59:55.965 --> 00:59:58.105
And the thing is, is we all, we are looking at

1319
00:59:59.225 --> 01:00:01.185
survival factors in the cockpit as well.

1320
01:00:01.775 --> 01:00:04.145
Okay? And a lot of this is where we'll, uh,

1321
01:00:04.145 --> 01:00:06.865
with your aircraft I know are not, uh,

1322
01:00:07.215 --> 01:00:08.785
usually depending on the aircraft,

1323
01:00:08.785 --> 01:00:10.625

but if they're not pre-production, then they, they,

1324

01:00:10.625 --> 01:00:11.705

they're all very unique.

1325

01:00:12.205 --> 01:00:14.025

So we're gonna have to rely on your, uh,

1326

01:00:14.025 --> 01:00:15.105

your cabin safety folks

1327

01:00:15.605 --> 01:00:17.705

and your design engineers have know what

1328

01:00:17.705 --> 01:00:21.025

that configuration was prior to impact so

1329

01:00:21.025 --> 01:00:23.065

that we can understand the, the, the, uh,

1330

01:00:23.205 --> 01:00:24.505

the injuries to the pilots.

1331

01:00:25.785 --> 01:00:29.165

So in that sense, that's where the unique aspects of,

1332

01:00:29.165 --> 01:00:31.685

of your operations is different from a, uh,

1333

01:00:32.075 --> 01:00:36.775

from a air carrier event structure, systems

1334

01:00:36.875 --> 01:00:39.575

and power plants, these are all pretty self-explanatory.

1335

01:00:40.195 --> 01:00:41.735

We want engineers, right?

1336

01:00:42.155 --> 01:00:44.255

Uh, we want engineers to, to be able to,

1337

01:00:44.315 --> 01:00:46.015
to help us document that structure.

1338

01:00:46.595 --> 01:00:49.615
Uh, the systems, uh, we need to, depending on the, the,

1339

01:00:49.615 --> 01:00:54.255
the type of event, uh, we would, might ask for, uh,

1340

01:00:55.015 --> 01:00:56.255
a different type of engineer.

1341

01:00:56.315 --> 01:00:58.415
Or you might actually, we might ask for a couple.

1342

01:00:58.755 --> 01:01:01.695
So if we have a couple of different events, we might want a,

1343

01:01:02.055 --> 01:01:03.775
a pneumatic engineer or,

1344

01:01:03.915 --> 01:01:07.095
and a avionics engineer if we have a, you know, so we will,

1345

01:01:07.205 --> 01:01:08.375
from that initial event,

1346

01:01:08.595 --> 01:01:10.935
or, uh, the initial information, we'll decide what we want.

1347

01:01:11.075 --> 01:01:12.615
And you guys can also offer

1348

01:01:16.515 --> 01:01:20.525
this is, uh, this is the Roswell, uh, Gulf Stream accident.

1349

01:01:21.665 --> 01:01:23.285
Um, this is, uh, little Rock.

1350

01:01:23.585 --> 01:01:28.245

Um, and this was a FedEx, uh, engine that, uh, blew up

1351

01:01:28.245 --> 01:01:29.925
after takeoff lost the whole, uh,

1352

01:01:30.135 --> 01:01:34.525
after section of the, uh, of the, uh, engine.

1353

01:01:34.785 --> 01:01:37.365
And, uh, actually the, uh, we looked for the disc

1354

01:01:37.365 --> 01:01:38.685
that it was an accident

1355

01:01:38.685 --> 01:01:40.805
because it actually penetrated the, uh, the wing and,

1356

01:01:40.825 --> 01:01:43.365
and caused a, uh, fuel leak and all.

1357

01:01:43.705 --> 01:01:45.125
The interesting thing with this one is

1358

01:01:45.125 --> 01:01:46.885
that the engine kept running the entire time.

1359

01:01:48.985 --> 01:01:50.765
Um, and the crew didn't know it.

1360

01:01:52.535 --> 01:01:56.115
Um, so there was, it was quite interesting to, uh, you know,

1361

01:01:56.115 --> 01:02:00.635
when, when they, uh, what happened is they had the, the, uh,

1362

01:02:00.635 --> 01:02:01.635
failure, the disc failure,

1363

01:02:02.175 --> 01:02:06.595
and then, um, as the, uh, the, the tor the, uh, uh,

1364

01:02:06.725 --> 01:02:07.995
shaft torqued,

1365

01:02:08.415 --> 01:02:09.755
and that's when they, they almost,

1366

01:02:09.755 --> 01:02:12.515
they felt the airplane was gonna fall up, fall apart.

1367

01:02:13.335 --> 01:02:16.555
Uh, the, uh, af end of the engine departed.

1368

01:02:16.555 --> 01:02:19.605
It went smooth, but, um, and they landed

1369

01:02:19.665 --> 01:02:21.725
and it was still running when they tried to jump out

1370

01:02:21.725 --> 01:02:25.685
after they jumped out, um, we tried to look for the,

1371

01:02:25.685 --> 01:02:29.245
the disc, but, uh, went in a, in a, in a big forest area.

1372

01:02:29.265 --> 01:02:32.245
And then like a week later, a tornado came through.

1373

01:02:32.245 --> 01:02:33.605
So we decided we weren't gonna find it.

1374

01:02:34.905 --> 01:02:39.325
Um, this is a, uh, picture of a looking for, uh, bird goo,

1375

01:02:39.585 --> 01:02:42.965
uh, looking for, uh, uh, organics with regard to, uh,

1376

01:02:43.445 --> 01:02:44.765
a engine, uh, event.

1377

01:02:44.865 --> 01:02:48.565

And, uh, Colletta 7, 4 7, uh, crashed

1378

01:02:48.565 --> 01:02:50.285
because of a kestrel.

1379

01:02:50.335 --> 01:02:52.845
About a eight or nine gram kestrel went

1380

01:02:52.845 --> 01:02:56.245
through the hot section and the, uh, uh,

1381

01:02:56.515 --> 01:03:00.485
captain aborted a v uh, V one plus 15.

1382

01:03:03.635 --> 01:03:05.255
But the engine was coming back up too.

1383

01:03:05.435 --> 01:03:09.445
The interesting thing is, ops, human performance,

1384

01:03:10.025 --> 01:03:12.525
at first glance, this is like the easiest group,

1385

01:03:12.625 --> 01:03:15.485
but it's not, it's very difficult group because why?

1386

01:03:15.935 --> 01:03:18.215
We're looking at humans, okay?

1387

01:03:18.765 --> 01:03:22.135
This can be a very contentious area, uh,

1388

01:03:22.235 --> 01:03:23.615
almost on every accident,

1389

01:03:23.925 --> 01:03:26.935
because humans are, are very, you know, as we all know,

1390

01:03:26.935 --> 01:03:29.535
the human humans are, are a weak link.

1391

01:03:30.395 --> 01:03:31.855

Um, and, and not

1392

01:03:31.855 --> 01:03:35.575

because they are failing humans, it's just because they are human.

1393

01:03:36.195 --> 01:03:39.495

But when we look at that aspect, it is, it is something

1394

01:03:39.495 --> 01:03:40.775

where you will get defensive,

1395

01:03:41.305 --> 01:03:43.295

especially if you know that person.

1396

01:03:44.725 --> 01:03:49.265

Um, I did a Bangladesh DC 10, um,

1397

01:03:50.435 --> 01:03:52.305

which doing foreign ones are always interesting.

1398

01:03:52.495 --> 01:03:54.505

They came over and they were wanting

1399

01:03:54.565 --> 01:03:56.385

to know why this airplane crashed.

1400

01:03:56.625 --> 01:03:58.625

I mean, or why, why it departed the runway.

1401

01:03:59.325 --> 01:04:00.825

And what happened is they were coming in

1402

01:04:00.825 --> 01:04:03.145

and they broke out of the clouds at like 400 feet,

1403

01:04:03.145 --> 01:04:04.265

about a quarter mile off.

1404

01:04:05.865 --> 01:04:08.405

And the tower, the fo

1405

01:04:08.945 --> 01:04:11.165
and the engineer all said, go around.

1406

01:04:11.865 --> 01:04:15.685
And then the captain did one of those, I can make it, okay.

1407

01:04:15.745 --> 01:04:18.485
And he did. I mean, he, he, like, he came back,

1408

01:04:18.505 --> 01:04:19.525
he planted it.

1409

01:04:19.905 --> 01:04:22.405
He, he wasn't on the runway, he was on the pa surface

1410

01:04:22.505 --> 01:04:24.365
by about a foot, and he lasted

1411

01:04:24.365 --> 01:04:25.485
there for about a thousand feet.

1412

01:04:25.985 --> 01:04:28.635
And then he veered off, uh, to the right.

1413

01:04:28.855 --> 01:04:33.235
And, uh, and the airplane did a little ground, uh, twirl.

1414

01:04:33.335 --> 01:04:34.675
And, uh, everybody got out,

1415

01:04:34.675 --> 01:04:36.235
but it burned the airplane down to the ground.

1416

01:04:37.135 --> 01:04:40.115
And the investigators that were there with for this,

1417

01:04:40.145 --> 01:04:43.835
listening to the CVR, uh, looking at the FDR data,

1418

01:04:44.055 --> 01:04:47.795

was asking me, kept asking me why did it go to the right?

1419

01:04:48.075 --> 01:04:50.675

I said, the accident happened up here with this decision.

1420

01:04:50.705 --> 01:04:52.395

This was the accident when he decided

1421

01:04:52.395 --> 01:04:53.635

to continue and not go around.

1422

01:04:53.895 --> 01:04:55.955

Oh, no, no, no, that's not, that's he look it,

1423

01:04:55.955 --> 01:04:57.275

he made it to the runway, you know?

1424

01:04:57.275 --> 01:04:58.995

And so I had to explain to them, no, no, no,

1425

01:04:59.295 --> 01:05:00.955

the accident was a decision accident.

1426

01:05:01.775 --> 01:05:05.715

Um, it was not that he couldn't keep that DC 10, uh,

1427

01:05:05.715 --> 01:05:07.355

on the runway by one foot.

1428

01:05:08.895 --> 01:05:11.475

Um, but that's because they all knew him.

1429

01:05:13.015 --> 01:05:15.155

So it's very difficult to do that when you know it.

1430

01:05:16.225 --> 01:05:20.085

Um, we have, uh, uh, this is Aliquippa.

1431

01:05:20.115 --> 01:05:24.775

This was, uh, uh, US Air 4 27. Uh, both these things.

1432

01:05:24.775 --> 01:05:28.495

We had did a lot of work human factors wise, uh, with regard

1433

01:05:28.495 --> 01:05:31.455

to the force of, uh, of, uh, rudder,

1434

01:05:31.475 --> 01:05:32.495

uh, inputs and all that.

1435

01:05:32.635 --> 01:05:34.815

Uh, with regard to the 7 3 7 rudder.

1436

01:05:35.675 --> 01:05:36.855

And then you have the interview.

1437

01:05:37.915 --> 01:05:39.575

Who likes to be interviewed by the government

1438

01:05:42.865 --> 01:05:44.135

especially, guess what?

1439

01:05:44.765 --> 01:05:49.255

It's gonna be public. This is where we,

1440

01:05:49.255 --> 01:05:50.495

there's a difference between the,

1441

01:05:50.495 --> 01:05:52.815

the military safety investigation and a

1442

01:05:52.815 --> 01:05:54.855

and the NTSB safety investigation.

1443

01:05:55.325 --> 01:05:58.175

This is the Sunshine Act coming to, to bear,

1444

01:05:58.505 --> 01:05:59.775

where every single one

1445
01:05:59.775 --> 01:06:02.895
of you are nervous when I talk about having been having

1446
01:06:02.915 --> 01:06:04.055
to be interviewed by us.

1447
01:06:05.605 --> 01:06:10.255
Okay? Um, that's, uh, something that is, uh,

1448
01:06:10.475 --> 01:06:12.015
but it's something that, that has to be done.

1449
01:06:12.075 --> 01:06:14.295
And we want a good, we want a good interview.

1450
01:06:15.715 --> 01:06:18.655
Uh, one of the things that we do have is, um,

1451
01:06:18.915 --> 01:06:20.975
you do have the right to a representative.

1452
01:06:22.635 --> 01:06:25.255
Notice that word that I used. I did not say lawyer.

1453
01:06:26.515 --> 01:06:27.535
You can have a lawyer,

1454
01:06:28.075 --> 01:06:29.895
but it's only if you want the lawyer,

1455
01:06:30.875 --> 01:06:34.135
not if your company wants the lawyer, okay?

1456
01:06:34.515 --> 01:06:36.735
That's the first question that you'll be asked.

1457
01:06:37.395 --> 01:06:41.305
Is this the representative that you want? Okay.

1458
01:06:41.445 --> 01:06:43.065

If you want the company lawyer, fine,

1459

01:06:43.525 --> 01:06:44.585

we have no problem with that.

1460

01:06:44.585 --> 01:06:47.385

Happens all the time. But you have to want that.

1461

01:06:47.705 --> 01:06:49.105

'cause that could be, it could be your mom

1462

01:06:49.105 --> 01:06:50.225

sitting next to you if you want.

1463

01:06:50.935 --> 01:06:52.585

Okay? The other thing is

1464

01:06:52.585 --> 01:06:54.865

to understand, see you in this picture.

1465

01:06:55.405 --> 01:06:57.865

One of the interesting things is, is you have a pilot,

1466

01:06:59.805 --> 01:07:01.345

and then the guy next to him,

1467

01:07:01.525 --> 01:07:02.665

I'm just gonna assume is gonna be,

1468

01:07:02.765 --> 01:07:04.145

I'm gonna call him the lawyer.

1469

01:07:04.895 --> 01:07:06.505

This would never happen in our interview.

1470

01:07:07.925 --> 01:07:10.775

He's a representative to support structure

1471

01:07:10.995 --> 01:07:12.975

for the, the interviewee.

1472

01:07:13.435 --> 01:07:16.695

Not to act as a lawyer saying, I object, I object, I object.

1473

01:07:16.785 --> 01:07:20.295

Guess what happens if that happens? We stop the interview.

1474

01:07:20.675 --> 01:07:25.415

We, we call, uh, our gc, we talk to the lawyer.

1475

01:07:25.875 --> 01:07:29.455

We say, would you like this to be a, uh, a subpoena?

1476

01:07:29.995 --> 01:07:31.655

And would you like the court reporter here?

1477

01:07:32.355 --> 01:07:36.215

And, uh, you know, we can go, we can go either way.

1478

01:07:36.215 --> 01:07:37.775

You want question?

1479

01:07:44.455 --> 01:07:46.695

I know there's, there's a lot

1480

01:07:46.695 --> 01:07:49.295

of controversy about the milit, the military way,

1481

01:07:49.355 --> 01:07:51.095

and the, uh, NTSP way.

1482

01:07:51.395 --> 01:07:53.295

And actually the Europeans go even further.

1483

01:07:53.365 --> 01:07:56.055

They actually put you in jail right away. They do,

1484

01:07:56.555 --> 01:07:58.615

Or, or south, uh, or Brazil.

1485

01:07:58.915 --> 01:08:00.495

And, uh, but apparently, uh,

1486

01:08:00.495 --> 01:08:03.335

after the one year investigation that you do, you seem

1487

01:08:03.335 --> 01:08:06.375

to come out with the right findings and recommendations.

1488

01:08:07.045 --> 01:08:11.095

However, however, there's gotta be something that's missing

1489

01:08:11.095 --> 01:08:14.055

because the military is a closed in interview

1490

01:08:14.475 --> 01:08:16.965

and, uh, you cannot be sued or,

1491

01:08:17.425 --> 01:08:19.725

or have any repercussions of, uh, what you did.

1492

01:08:21.025 --> 01:08:23.405

So is there any movement, the NTSB to change that?

1493

01:08:23.405 --> 01:08:24.885

Or is, is that gonna go on forever?

1494

01:08:26.145 --> 01:08:27.285

And what do you think about it's gonna go on for?

1495

01:08:27.705 --> 01:08:29.565

Is that impacting your investigation and your findings?

1496

01:08:30.065 --> 01:08:31.725

And this, we can talk about it when we get there,

1497

01:08:31.725 --> 01:08:34.045

is there is definitely a difference between

1498

01:08:34.865 --> 01:08:36.525

the NTSB operations

1499

01:08:36.745 --> 01:08:41.005

and, uh, other states investigative process along

1500

01:08:41.005 --> 01:08:42.005

with the military process.

1501

01:08:44.875 --> 01:08:48.285

What a privileged interview gives you is the potential

1502

01:08:48.285 --> 01:08:51.605

to look a little bit more in depth at company culture.

1503

01:08:54.345 --> 01:08:58.335

I recognize that, but the openness of the, the requirement

1504

01:08:58.335 --> 01:09:02.415

of the NTSB, again, I think is more important than that,

1505

01:09:02.645 --> 01:09:06.535

that, uh, that being a privileged interview,

1506

01:09:07.245 --> 01:09:10.975

because look at, look at TW 800.

1507

01:09:12.295 --> 01:09:16.375

TW 800, we get, we've had multiple, uh, petitions

1508

01:09:16.375 --> 01:09:20.765

for reconsideration because people still think that it's,

1509

01:09:20.875 --> 01:09:23.245

it's more likely that 10,000

1510

01:09:24.225 --> 01:09:28.885

US civil employees are keeping a secret than having a

1511

01:09:29.945 --> 01:09:32.445

Millie volt that caused the accident

1512

01:09:34.515 --> 01:09:36.215

or spark, sorry, example, spark.

1513

01:09:37.735 --> 01:09:40.355

So that, and that's even with an open investigation,

1514

01:09:41.055 --> 01:09:45.035

if we don't have it, we, we would have multiple other, uh,

1515

01:09:45.055 --> 01:09:46.875

you know, conspiracy theorists.

1516

01:09:47.615 --> 01:09:49.795

And so that's where I think that it's important

1517

01:09:49.815 --> 01:09:51.395

for us still to remain open.

1518

01:09:52.695 --> 01:09:55.075

Um, and you'll get both sides,

1519

01:09:55.935 --> 01:09:57.515

but there is definitely nothing that's,

1520

01:09:57.515 --> 01:09:58.595

uh, that's brewing on the hill.

1521

01:09:58.615 --> 01:10:01.275

We would have to have specific authority to, to,

1522

01:10:01.335 --> 01:10:03.515

to keep it now, uh, to keep it privileged.

1523

01:10:03.735 --> 01:10:05.915

If you go up north, again, we can talk about Canada.

1524

01:10:06.375 --> 01:10:07.795

It, it is another country.

1525

01:10:08.145 --> 01:10:10.595

They do have different, uh, uh, protocols

1526

01:10:10.855 --> 01:10:13.115
and they do have privileged interviews.

1527

01:10:13.655 --> 01:10:14.795
And that's a problem for us.

1528

01:10:16.305 --> 01:10:18.505
'cause a privileged interview for them is we can't take

1529

01:10:18.575 --> 01:10:21.585
part, even though I have a right

1530

01:10:21.585 --> 01:10:22.905
to be there, a right to all the data.

1531

01:10:22.955 --> 01:10:25.665
Sorry, you can't say that. And guess what?

1532

01:10:25.665 --> 01:10:26.745
Do we get all the information?

1533

01:10:26.745 --> 01:10:29.465
Yeah, we get it, but it's still, it's hard slow.

1534

01:10:29.525 --> 01:10:32.065
But sure, we have to trust them that they know

1535

01:10:32.065 --> 01:10:33.185
what that, what they're asking.

1536

01:10:35.205 --> 01:10:37.705
So, Joe, speaking of human performance, uh,

1537

01:10:37.985 --> 01:10:40.065
I think this is a good time for us to take a break. Okay.

1538

01:10:40.385 --> 01:10:45.185
Sounds good. So, so we'll break until 10

1539

01:10:45.185 --> 01:10:47.145

after, uh, and, uh, come.