

## On experience and skills of the pilots of the Martinair crash at Faro airport

Did the pilots of flight MP495 have sufficient skills and experience on also a DC-10 for landing on Faro airport in the then trying conditions?

The early December-morning weather was bad, the runway of Faro-airport was relatively short for a heavy plane as a DC10, one of the thrust reversers was disabled and it was a VOR approach instead of ILS.

Dutch newspaper *NRC* published on March 11, 1993 an article based on an assumption of the Portuguese investigators. The investigators had the theory 'that the Captain (*pilot non flying*) wanted to use the bad weather conditions at the airport for the First Officer (*pilot flying*) to gain practical experience'.

*Addition by ten Hove, based on the investigation report: the Captain was also an instructor on the DC-10. The First Officer only has landed only once (in 1990 as part of his training) on Faro airport.*

*Was the captain triggered into a natural teaching reflex due to the trying flight situation?*

Martin Schröder, founder and then president of Martinair, reacted in the newspaper article to the assumption of the Portuguese investigators with 'it is nonsense that the First Officer would have too little flight experience: he had thousands of flying hours on a DC10.'

According to the investigation report the First Officer had almost 1.800 hours of flight experience on a DC10, with the added remark 'Pilot Flying' 860:45.

The Captain (also instructor) had approximately 1.500 hours flight experience on a DC-10.

Combined the Captain and First Officer had approximately 3.300 hours experience on a DC-10. Their combined total, better reflects the by Mr. Schröder mentioned 'thousands of flying hours'.

*Remarkable: the Captain/Instructor had less experience of a DC10 than the First Officer.*

Besides this, 'flying hours' as such do not mean that much to me. On holiday pictures I saw that we flew to the USA with the *Anthony Ruys*, the name of the crashed plane. Hours flying above the ocean also count as hours flight experience. Whether pilots gain relevant experience during these hours, I doubt very much.

And, what was the experience of the pilots with total number of landings?

Especially with landings in demanding circumstances, such as the VOR approach at Faro airport.

The investigation report does not provide enough information on this.

Furthermore I am interested in the familiarity with the DC10 characteristics of especially the Captain. 'The captain's ... last power increase, it came too late.' (*Investigation report, page 127*).

*Is a DC10 possibly more sluggish to respond than the A-310, the Captain flew before the DC10?*

Other related questions:

- were the pilots properly trained in *Cockpit Resource Management*

*Example from the investigation report (P 18): 'Both pilots took opposite corrective control wheel action simultaneously...'*

- what was the *Management and Safety Culture* of Martinair at the time of the crash

It is circumstantial, but in August 1998 (six years after the crash) there was a huge unrest among Martinair pilots because of the heavy workload due to a shortage of pilots. This shortage was caused by pilots not able to fly because the backlog in multi day Cockpit Resource Management training was being caught up.

An August 7, 1998 article in newspaper *Trouw* covers complaints about excessive work-stress among *Martinair* pilots. In this article *Martinair* spokesperson Udo Buys says, among other things, "... the pilot himself must judge whether he is sufficiently rested to fly. ... It is not a passenger's concern if a pilot is sick or nauseous."

On January 1, 2001 in an article on website *mtsprout.nl* a *Martinair* staff official is quoted on dealing with the 1998-successor of Martinair director Martin Schröder: "we had to get used to the fact that we now have a superior who you can contradict unpunished."

**Source: NON-OFFICIAL TRANSLATION, Pages 23 - 26**

**1.5. PERSONNEL INFORMATION, 1.5.1. Information on the Crew**

**1.5.1.1 Captain**

Age : 56 years (DEC 92)

Licence : Airline Pilot Licence B1 no. 67-0026,  
valid until 1 February 1993

Medical : 14 Juli 92 (with extension)

Flying experience (hours) :

Total : 14.441

Day : 4.110 (Pilot in Command)

Night: 1.878 (Pilot in Command)

Instruments : Approx 90% of total hours

As Captain : 5.988

Experience on DC-10

First Officer : 257

Captain: 1.240

Recent experience (as of OCT 92)

Number of flights to Faro in 1992: 5

Aeronautical career

- 4 years as Navy pilot (FEB 62 - FEB 66)
- 18 months as pilot with Schreiner Airways (F.O. DC-7)
- Joined Martinair in JAN 68
- Training Captain CV640 (DEC 68)
- First Officer DC-8 (DEC 70)
- First Officer DC-10 (NOV 73)
- Captain DC-9 (MAR 75)
- Instructor DC-9 (FEB 78)
- Captain A-310 (MAY 84)
- Instructor A-310 (MAY 84)
- Deputy Chief Pilot A-310 (MAR 86 - NOV 87)
- Captain DC-10 (MAR 88)
- Instructor DC-10 (JAN 89)

**1.5.1.2 First Officer**

Age: 31 years (DEC 92)

Licence: Pilot Licence B3 no. 88-0073, valid until 1 July 1993, including ratings for instrumentflight and R.T.

Medical : 24 June 92

Flying experience (hours):

Total: 2.288:05

Day: 1.362:35

Night: 925:30

Instruments: 2.035:40

Captain (Single-engine): 219.35

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Experience on DC-10 (First Officer) :

Total: 1.787:50

Day: 917:50

Night: 870:00

Pilot Flying: 860:45

Simulator : 123:35

Recent experience (as of OCT 92)

General : 119:31

Pilot Flying: 75:35

Manual landings: 9

Automatic landings: 3

Number of flights to Faro in 92: 0 (one in 1990)

**AERONAUTICAL CARREER :**

- Followed the Flying Course at Zestienhoven Airport to obtain the A2-PPL/Cessna 150/Cessna 172 (SEP 82 to APR 83)

- Obtained the A1-PPL/Cessna 172 (DEC 86 )

- Followed the Professional Flying Course to obtain the B3-CPL and Instrument Rating, as well as preparing for the theoretical examination for B1-ATPL at the RLS-National Flying Training School/BE33 (129 .20) ; C-500 (67.20) (MAR 87 to MAY 88)

- Business Aviation Pilot (SAS Teuge/C172 (41 :40) ; C182 (07 .25) (JUN 88 to OCT 88)

- Pilot at MVVL/First Officer C550 (135.25) (OCT 88 to APR 89 )

- Entered Martinair Holland, initial training as First Officer on DC-10 (APR 89) First Commercial Flight as First Officer on DC-10 (AUG 89)

### ***1.5.1.3 Flight Engineer***

Age: 29 years (DEC 92)

Licence: Flight Engineer Licence 92-0001 ,  
valid until 1 May 1993, with RT Rating

Medical: 31 March 92

Flying experience (hours) :

Total: 7.540

Pilot: 5.840

Second OFF DC-10: 352

F/E DC-10: 1.348

Recent experience: 135.31

(Since OCT 89)

**AVIATION CARREER :**

Obtained CPL Aircraft Licence and IR-rating at the Mount Royal Canadian College - Canada

Worked as Pilot for Oil and Charter Companies (BE90 ; HS 748)

- Second Officer Canadian Airlines (1988 )

- Flight Engineer Swissair (SEP 89 to SEP 91)

- Second Officer Canadian Airlines (OCT 91)

- Flight Engineer DC-10 with Martinair (FEB 92)

- Flight Engineer with Martinair (FEB 92)