



7915 S. Emerson Ave. Suite 192 Indianapolis, IN 46237-9708.

(877) 450-8774

---

## **Stephen Demko**

### *Education*

- BS, Aviation Management/Flight Operations, Daniel Webster College, 1994

### *Professional Licenses*

- FAA Airline Transport Pilot: multi-engine land rating
- FAA Commercial Pilot: single-engine land and sea ratings
- Aircraft Type Ratings in Boeing 737, 757, 767, and IAI 1124 Westwind

### *Experience Summary*

- Currently, I am employed as a B-757/767 pilot-in-command for United Airlines, with over 30 years of flying experience in Part 91, 135, and 121 operations. I also serve as the Air Line Pilots Association (ALPA) United MEC Chief Accident Investigator. These roles have afforded me the opportunity to develop, lead, and instruct in numerous ALPA safety courses.
- Prior to my current positions with United Airlines and ALPA, I served a Senior Air Safety Investigator-in-Charge (IIC) with the National Transportation Safety Board (NTSB) for 7 years. During this time, I was responsible for investigating high visibility, complex, and unique accidents and incidents, involving a wide range of aircraft which spanned the industry from general aviation to air carrier operations. Most notably, I was involved in the investigations of: the John F. Kennedy Jr. accident, the Space Shuttle Columbia accident, the World Trade Center terrorist events, a mid-air collision between a Boeing 737 and Embraer Legacy in Brazil, and hundreds of additional accidents (see work experience below for additional details)
- I developed numerous Safety Recommendations during my tenure as an NTSB IIC, which resulted in notable safety changes in the aviation industry.

## *Professional History*

### **United Airlines, Airline Transport Pilot, 2006 – Present**

- Duties have included flight operations conducted to domestic and international high density use airports. Additional duties included flight and weather planning, aircraft fueling and pre-flight inspections, navigational literature updating, and north Atlantic and north Pacific operations. Equipment utilized for operations consisted of Boeing 737-300, 737-500, 737-700, 737-800, 737-900, 737-900ER, 757-200, 757-300, 767-200, and 767-400 series aircraft.

### **Air Line Pilot Association United Airlines Master Executive Council (MEC), Chief Accident Investigator, FOQA Analyst, 2008 – Present**

- **Chief Accident Investigator:** Serving as the United Airlines MEC Chief Accident Investigator, requires me to lead, on the union's behalf, any accident or incident investigation involving a United Airlines aircraft. This requires working with federal and company individuals, and coordination of my staff during an investigation. I am also responsible for the coordination on behalf of the UAL MEC for NTSB investigations, public hearings, technical reviews, as well as the development and preparation of NTSB Party Submissions, and/or reconsideration petitions.
- I have participated as the ALPA MEC Chief Accident Investigator for approximately 30 accidents or incident that has involved United Airlines and subsidiary aircraft.

Notable accidents while serving in this capacity:

CAL Flight 1404, Denver, Colorado – I was assigned as the Chief Accident Investigator and Party Coordinator for the Continental Airlines ALPA MEC. In addition I was also assigned to participate as a member of the Structures Group.

Colgan Air Flight 3407, Buffalo, New York - I was assigned to this accident to provide technical assistance relating to accident investigation procedures to the Colgan Air ALPA MEC. In addition I was also assigned to participate as a member of the Structures Group.

- **FOQA Analyst (2011-2013):** As one of four CAL ALPA FOQA Analysts, I was required to support the CAL FOQA Program Manager with administration of FOQA efforts, to ensure proper analysis of flight data for the purpose of improved flight safety. The duties included monitoring the data collection process of the

aircraft fleet in conjunction with Maintenance and Engineering, coordinate the development, verification and validation of aircraft specific event definitions, assist in the preparation of flight operations trending analysis and charts, compile and present FOQA data summaries for use by management, regulators, pilots, and union officials, prepare reports, presentations, and statistical data required to keep the FOQA community informed of the status and programs of the FOQA information.

- Additionally, I worked with state-of-the-art software and equipment hardware, perform data analysis, root cause analysis, conducted verbal crew contacts, prepared recommendations, and determined corrective actions of digital flight data to determine adverse events or trends in flight and maintenance operations.

### **Air Line Pilot Association, Accident Investigation Board/Advanced Accident Investigation Course Director, 2011 – 2023**

- As an ALPA Accident Investigation Board Chair, I was responsible for participating in accident investigations involving an ALPA carrier(s). Responsibilities included proceeding to the scene of an accident to provide logistical, administrative, and technical support to the ALPA accident effort as required. I was also responsible for assisting the coordination of post NTSB field investigation phases, e.g. public hearing, technical review, report and petition preparation. Coordinating efforts of other components of the ALPA Air Safety Organization and the affected MEC to ensure appropriate expertise is available, monitor progress of the investigation team, advisement to the Master Executive Council (MEC), ALPA Aviation Safety Chair and ALPA National Safety Coordinator on the advisability of an NTSB public hearing, and ensures appropriate reports are completed.
- Additionally, as an ALPA Accident Investigation Board Chair, I actively lead and participate in ALPA Safety Schools, instructing new and established ALPA Safety Volunteers on numerous aspects of accident/incident investigation procedures and policies.
- As the Course Director for the ALPA Advanced Accident Investigation course (AI-3) I led the redevelopment of the program from a scenario based on a basic reciprocating engine accident investigation, into a complex Part 121 scenario utilizing a Boeing 727.

## **National Transportation Safety Board, Senior Air Safety Investigator, 1999-2006**

- I served as a Senior Air Safety Investigator-in-Charge (IIC) for the National Transportation Safety Board's Office of Aviation Safety, Washington, DC. In this capacity, I was responsible for investigating high visibility complex and unique accidents/incidents involving general aviation aircraft, public use, air taxi, air carrier, field major accident investigations, and as the Accredited Representative for the United States on foreign accident investigations. I was responsible for coordinating aircraft accident investigations with federal, state, local officials and foreign governments, maintaining overall control and leadership of the investigation.
- During my tenure as an IIC, I investigated hundreds of accidents. The tasks involved in completing an accident investigation included; briefing the news media, briefing family members, documenting the accident site, analyzing the evidence, writing reports, performing analyses, and briefing Board Members and other high-level industry and government officials.
- I developed several safety recommendations during my work as an IIC. The issuance of these safety recommendations has had a direct impact on the safety of the aviation industry.
- Some of the more notable accidents in which I was involved included:
  - World Trade Center, September 11th investigation – On September 11, 2001, I was required to respond to the World Trade Center site to assist the FBI with their investigation of the disaster. I led a team of FBI, police, and other first responders in searching demolished buildings to locate aircraft parts, particularly aircraft recorders. In leading these teams, I was requested to provide the FBI with accident investigation procedures and techniques used during aircraft investigations.
  - Space Shuttle Columbia accident investigation – I served as one of the NTSB representatives who led a team of NASA engineers in the reconstruction efforts of recovered wreckage from Space Shuttle Columbia at Kennedy Space Center. I was requested to provide my expertise with determining the most effective accident investigation methods for the reconstruction efforts, and assist in the development and production of detailed analytical reports for use by the CAIB.
  - The John F. Kennedy Jr. accident near Martha's Vineyard, MA

- A Continental Express overrun accident in Cleveland, OH
- A Colgan Air Beechcraft 1900D accident in Hyannis, MA
- An IAI-1124 Air Medical Flight accident, Tocumen, Panama
- Icing event involving a CL-600 in Montrose, Colorado
- Overrun accident involving a CL-601 in Teterboro, New Jersey
- In-flight Collision between a Boeing 737 and Embraer Legacy in Brazil
- Midwest Airlines B-717 in-flight loss of control

**Cheyenne Services, 14 CFR Part 91 Pilot, 1999-2006**

- Duties focused on flight operations conducted to high density airports; including flight and weather planning, aircraft fueling pre-flight inspections, passenger safety briefings, and navigational literature updating. Equipment utilized for operations consisted of Piper PA-42-1000, IAI-1124A Westwind II, and Cessna CE-550 aircraft.

**Shuttle America Airlines, 14 CFR Part 121 Line Pilot, 1998-1999**

- Duties focused on flight operations conducted to high density airports; including flight and weather planning, aircraft fueling pre-flight inspections, passenger safety briefings, and navigational literature updating. Equipment utilized for operations consisted of de Havilland DHC-8-300 aircraft.

**Epps Aviation, 14 CFR Part 135 Line Pilot, 1997-1998**

- Duties included cargo flight operations conducted to high density and low/limited use airports. Additional duties included flight and weather planning, aircraft fueling and pre-flight inspections, navigational literature updating, and post maintenance test flights. Equipment utilized for operations consisted of Cessna CE-500 Citation, and Mitsubishi MU-2 series aircraft.

**Action Airlines, 14 CFR Part 135 Line Pilot, 1996-1998**

- Duties included on-demand passenger and cargo flight operations conducted to high density and low/limited use airports. Additional duties included flight and weather planning, aircraft fueling and pre-flight inspections, navigational literature updating, and post maintenance test flights. Equipment utilized for operations consisted of Cessna CE-172, Piper PA-23, PA-32, PA-34, PA-31, and PA-31T1 series aircraft.

### *Professional Affiliations*

- Aircraft Owners and Pilots Association (AOPA) Member
- International Society of Air Safety Investigators (ISASI) Interim United States President, and Northeast Chapter President

### *Professional Awards*

- ALPA Presidential Citation for Safety Award - 2016
- Safety Board Performance Award – 2002
- Safety Board Performance Award – 2001
- Safety Board Performance Award – 2000
- Safety Board Spot Award for participation with the JFK Jr. Accident - 1999
- Safety Board Spot Award for participation with the General Aviation Accident Prevention Seminar - 2001

### *Extra-Curricular Activities*

- Current General Aviation (GA) Pilot and Owner of a PA-32-300 and a PA-22-108
- Semi-professional bass fisherman