



RECORD OF CONVERSATION

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Aviation Accident Investigator
Alaska Region

Date: September 17, 2015
Person Interviewed: Justin Schillaci
NTSB Accident Number: ANC15FA071

Narrative:

During a conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), Justin Schillaci, stated that he had been a guide for Rainbow King Lodge for three seasons. He stated that the schedule was posted at 1900 every evening, it listed the airplane, pilots, guides, and passengers for the trip the following day. It also included the destination, specific gear requirements, and departure and return times.

He stated that they would load the airplane the night before or the morning of the trip. For this flight they loaded the gear the night before. They knew an approximate weight for bundled gear that they typically took, they did not weigh smaller packs that the passengers would bring with them. Their destination was the Swikshak River, code named 'Wolverine', a place they had been before but had not traveled there as much this year, it was a competitive fishing spot, it was a 45 minute trip to get there. After the schedule came out they talked to the pilot about what gear to take, he had flown with him a lot.

The night before, after the schedule was posted, he and two other guides packed lunches and gear. They took the gear to the airplane and loaded everything. The morning of the accident he stated that he got up at 0430, made food and packed two coolers. At 0545 the guides and guests left the lodge in a shuttle to the airplane. After loading the remaining gear and guests on the airplane he and another guide use the start pack to start the engine. After the engine was started and the start pack stored, they closed the door, the shuttle driver united the cleats.

He stated that everything seemed "normal", as they pulled away from the ramp. As the pilot began the takeoff run the airplane leaned back, and then flattened out. He then heard a loud non-metallic noise on the left side of the airplane. About 6-8 seconds later the airplane made a hard

right bank that lasted 2-3 seconds, then a smaller left bank, another hard right bank, before impacting the ground. He stated that the bank was too early, it was not a normal turnout.

He stated that they departed before 0615, they schedule called for a “first light departure”, which was routine in the Otter. He said that he was in the rear right seat, Seth Hoffland was to his left, and Robert Westbrook was in front of him. He said that all of the gear was in the cargo area, except for the start pack, and that he weighed 200 pounds.