



RECORD OF CONVERSATION

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Aviation Accident Investigator
Alaska Region

Date: September 17, 2015
Person Interviewed: Craig Augustynovich
NTSB Accident Number: ANC15FA071

Narrative:

During a conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), Craig Augustynovich, stated that he has been with the Rainbow King Lodge for 24 years. He is the general manager and reports to the owners. He is also a pilot and flies one of the Beavers that the lodge owns. He said that after talking to the guests about the type of fishing they would like to do and checking the weather he posts the schedule for the other pilots and guides. He and another pilot flew the Beaver, but there was only one pilot for the Otter. It is always the Otter that goes to "Wolverine", because it has better performance, range, and it's not super heavy. The guides are responsible for the gear, and the pilot is responsible for the flight.

One of the owners had coordinated the conversion of the airplane to a turbine engine. There were new avionics installed, including a Max Vis, he did not use it, it was a small, gray display. The 100 hour maintenance for the Otter was done in Iliamna, the annual and other maintenance was done at Tailwind Aviation in Wasilla, where the airplane is stored for the winter. He said it was the pilots responsibility to check the weather, and he has ultimate authority to cancel flights. It was more common for them to have delayed flights than cancellations.

He stated that pilot training included taking new pilots to their fishing spots if they did not already know where they were. He said that the gear taken in the airplanes is not weighed, the only scale they have is a bathroom scale, and that most of the individual packs brought by guests weighted 5-10 pounds. He said that "Wolverine" was 1-2 hours away, it was one of the farthest locations that they flew to. The schedules that he makes include a departure time and a return time, and would keep track of the airplane to be sure that the returned on time. Pilots did not file a flight plan with Flight Service, it was their responsibility to call in when they landed or departed. He said they would get guest weights off of their pre-forms that they filled out before arriving at the lodge. It was the pilots responsibility to do a weight and balance before flights. It

was typical for the Otter to fly six or seven passengers and gear, typically with the big guys in the tail.

He stated that he had flown the airplane about 10 hours since the conversion. "Wolverine" was a popular fishing spot with a lot of competition. He stated that it was the pilots responsibility to fuel the airplane, there was a fuel tank at East Wind Lake, with a gallon metered handle.