



INTERVIEW SUMMARY

Date: March 30, 2017

Person Interviewed: Tyler Robinson, Director of Operations, Sunrise Aviation

NTSB Accident Number: ANC16FA017

Time: 1100 Alaska daylight time

Interview Attendees:

Shaun Williams – NTSB IIC

Bob Richmond – Robinson Representative

Narrative:

Mr. Robinson was the Director of Operations and co-owner of Sunrise Aviation. He held a commercial pilot certificate with airplane single engine land and single engine sea ratings. He stated he had about 20,000 hours of total flight experience, all in southeast Alaska, at the time of the accident.

During an interview conducted on April 12, 2016, Mr. Robinson stated the following:

He started the company in April 1990 as a new certificate with a different partner than the accident pilot. About 15-20 years ago, the accident pilot bought out the other owner's share of the company. The two of them were the only employees of Sunrise Aviation.

When asked to describe any inadvertent IMC training, Mr. Robinson stated they only accomplished ground training in accordance with their approved training program. Occasionally they would do route checks with each other. They would be placed in simulated instrument meteorological conditions ("hood time") during check rides. Since the regulations allowed the check rides to count for flight training, there would be no specific recurrent flight training.

Sunrise Aviation was described as strictly charter with no schedules. Mr. Robinson stated that the accident flight was the 3rd or 4th trip to Angoon. The purpose of the trip was to drop off passengers.

Mr. Robinson described the accident pilot as very competent. He said he knew the accident had turned around for weather on separate occasions throughout his career. He said they took the attitude that is "if you don't like it, don't do it."

When asked to describe the accident pilot, Mr. Robinson stated that he was an extrovert and very outgoing with a sense of humor. He stated that he was in good health and tried to eat healthy. He said the accident pilot routinely brought granola bars into the office. He did not smoke and would occasionally have a cocktail, but "that was it." As for any significant changes in his personal life, Mr. Robinson stated that until a couple months prior to the accident, the pilot and his girlfriend had been living together.

Mr. Robinson stated that the accident flight departed about 0810 for the flight from Wrangell to Angoon. The flight was estimated to take between 45-50 minutes. The normal route for the flight was through Pybus Bay. He said there was a lower route available, but 1,500 to 2,000 feet was required for it.

Mr. Robinson was airborne at the time of the accident in a separate aircraft. He said he spoke to the accident pilot while he was en route to Angoon. The accident pilot said he was unable to make it through Pybus Bay due to low clouds and reduced visibility and that he was going to try an alternate route over lower terrain. Mr. Robinson added that, about 15 to 20 minutes after speaking with the accident pilot, he landed in Wrangell and noticed that the Spidertracks signal for the accident airplane was stationary in an area of mountainous terrain. He then called personnel at the Angoon Airport and was told that the flight had not arrived. Shortly after attempting to reach the pilot on his cell phone and over the company radio frequency, he received a phone call from the Alaska Rescue Coordination Center notifying him that the 406-Mhz emergency locator transmitter (ELT) assigned to the accident airplane was transmitting a signal. Mr. Robinson then took off in his airplane to look for the accident airplane. Across Frederick Sound, he said he started receiving a weak ELT signal. He was trying to fly into Little Pybus Bay, but the cloud ceilings were "really low, 500-600ft." On his way back to Wrangell, he passed Temsco Helicopters heading toward the location of the ELT.

Mr. Robinson stated that when he arrived at the airport on the morning of the accident, the scale was out. He said they would weigh everything people took on board the airplane. They would carry enough fuel for the round trip flight plus 30 or 40 minutes extra. The airplane would have a little less than 1,100lbs of useful load, depending on the seating configuration. He was unaware how much fuel was on the airplane at the time of departure.

End of Interview.