



INTERVIEW SUMMARY

Date: May 25, 2017

Person Interviewed: Bernice O'Domin

NTSB Accident Number: ANC17FA021

Interview Attendees: Phone interview

Noreen Price – NTSB IIC

Ryan Brinkman – FAA IIC

Narrative:

Ms. O'Domin was the Grant Aviation Perryville Airport village agent on May 1, 2017 and was expecting N803TH Cessna 208B at Perryville Airport about 1350 ADT. This is a summary of Ms. O'Domin's statements made during a phone interview conducted May 25, 2017.

She stated that she had been working as the Perryville village agent since 2012 when Grant Aviation started this route. Before Grant obtained the route, she worked as the village agent for PenAir. She stated that she has had no training for her position or for weather observations but felt well qualified for her duties due to experience. She described her duties as meeting the airplane, moving and documenting freight and mail, assisting passengers, communicating with airplanes upon arrival, and providing weather observations.

On May 1, the King Salmon station manager called her with an ETA of 1350 for N803TH. She drove to the airport before that time because she knew that the airplane had no marine band radio. At 1400 she called King Salmon base because the airplane was overdue. She did not hear any communications from the airplane. She was told that Grant Aviation was looking for the airplane.

Ms. O'Domin said that the weather at Perryville was nice on May 1. She recalled that the clouds were 3,000 ft scattered, light wind, visibility of 10 miles, which improved to more than 15 miles. When asked about whether she had any formal or informal weather training, she said no. She said that she had been observing weather for 10 years at PenAir and knew what she was doing. She had lived in Perryville her whole life and knew the weather patterns. She had a methodology for estimating visibility by using the islands and cape as markers. She estimated ceilings by looking at where the clouds lay in reference to the mountain elevations. On the day of the accident, she could see up the pass to Chignik, which is at least 2,500 feet. When asked if she provided observations to the King Salmon station manager on May 1, she said that she did at about 0800 and again at about 1100. She said that when Port Heiden and the volcano

were closed in or obscured, the pilots usually go around the Chignik Mountains through Chignik Lake, Chignik Lagoon, Chignik Bay and out along the coast.

Ms. O'Domin said that she knew the pilot. The last time she saw him was on April 29 when he flew into Perryville. She said he was quiet and didn't talk much. The last time she saw him he was more talkative than usual.

The end.



INTERVIEW SUMMARY

Date: May 25, 2017

Person Interviewed: Billie Schaffenberger

NTSB Accident Number: ANC17FA021

Interview Attendees: Phone interview

Noreen Price – NTSB IIC

Ryan Brinkman – FAA IIC

Narrative:

Mrs. Billie Schaffenberger was the Grant Aviation Port Heiden Airport (PTH) village agent on May 1, 2017. She met N803TH at Port Heiden Airport prior to the accident. She was the last individual to have seen the pilot and airplane. This is a summary of her statements made during an interview conducted on May 25, 2017.

Mrs. Schaffenberger assists her husband with village agent duties for Grant Aviation. She stated that her husband is an employee of Grant and contracted by the Alaska Department of Transportation as the airport manager for PTH. She has been assisting occasionally as the Grant Aviation village agent for a "couple of years." She also works as a health aide for the village. She stated that she has had no training for her position. She described her duties as meeting the airplane, moving and documenting freight, assisting passengers, and communicating with airplanes upon arrival.

On May 1, she tended to N803TH during the stopover at PTH about 1315. She stated that she talked to the pilot about 10 miles inbound on the aviation VHF radio because N803TH had no marine radio. After the airplane was shut down, she and the pilot offloaded freight and one passenger disembarked. She offloaded six bags of 50 lb. animal feed. The pilot ensured that the belly pod was emptied. The pilot gave her the mail for Port Heiden. She then loaded two duffels and one 13-gallon trash bag that appeared to be full of soft clothes. She said that they were not weighed because they have no scales, but she knows they did not weigh much. She estimated that the total weight of the added bags were no more than 50 lbs. She signed the paperwork and gave it to the pilot. The pilot did not leave any copies of the weight and balance or manifest with her, which was typical. Then the airplane was closed up and the engine started normally. The airplane departed for the Perryville Airport without incident. She did not communicate with the pilot again.

When asked about whether she knew the pilot, she said “yes, really good.” She said that he was usually happy and was in a good mood the day of the accident. She noted nothing unusual about his appearance or disposition that day. She could not recall if the pilot was wearing glasses that day.

Mrs. Schaffenberger stated that the weather at PTH that day was not bad. It was gloomy but not raining. The visibility was clear. The weather at the airport stayed the same from 1300 until 1400.

At 1400 the Grant Aviation King Salmon Station Manager called her to find out where N803TH was. At that time, she noted that there were clouds toward the Chignik mountains.

When asked about whether pilots or company personnel call the village agent for weather observations, she said no, because there is automatic observations (AWOS) at PTH. Sometimes the Grant King Salmon office calls to verify that the weather cameras and AWOS are correct.

The end.