

## UNITED STATES OF AMERICA

## NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of:

\*

\*

GRANT AVIATION FLIGHT 341 ACCIDENT \*

NEAR CHIGNIK LAKE, ALASKA \*

Accident No.: ANC17FA021

MAY 1, 2017 \*

\*

\* \* \* \* \*

Interview of: CHARLES KIRCHMEYER

Via Telephone

Wednesday,

June 14, 2017

## APPEARANCES:

NOREEN PRICE, Investigator in Charge  
National Transportation Safety Board

BRICE BANNING, Senior Aviation Accident Investigator  
National Transportation Safety Board

RYAN BRINKMAN, Investigator-in-charge  
Federal Aviation Administration

AUSTIN ENGBRETSON  
Grant Aviation

AMANDA EASTERMAN  
(Personal representative on behalf of Mr. Kirchmeyer)

| <u>ITEM</u>                      | <u>I N D E X</u> | <u>PAGE</u> |
|----------------------------------|------------------|-------------|
| Interview of Charles Kirchmeyer: |                  |             |
| By Ms. Price                     |                  | 7           |
| By Mr. Engebretson               |                  | 13          |
| By Ms. Price                     |                  | 16          |
| By Mr. Banning                   |                  | 33          |
| By Mr. Engebretson               |                  | 35          |

I N T E R V I E W

MS. PRICE: Okay, so I am Noreen Price. I'm with the Anchorage NTSB office. I'm an aviation accident investigator, the investigator in charge of accident ANC17FA021.

The NTSB is an independent federal agency charged with determining the probable causes of transportation accidents and promoting transportation safety. The NTSB is not part of the DOT or the FAA. It has no regulatory enforcement powers.

I'd like to introduce all the members of our group today. We'll start off with Brice. Go ahead.

MR. BANNING: Brice Banning, senior aviation accident investigator with the National Transportation Safety Board.

MS. PRICE: Ryan?

MR. BRINKMAN: How do you do? Yeah, hi. This is Ryan Brinkman, FAA IIC.

MR. ENGBRETSON: Yeah, this is Austin Engbretson with Grant Aviation.

MS. PRICE: So Austin, you're coming in real weak for me. For recording purposes, is there a way you can get closer maybe to the phone so we can hear you better?

MR. ENGBRETSON: Yeah. How's this?

MS. PRICE: That's better. Thank you very much.

Today we'll be using the services of a digital recorder. It'll be recorded and then transcribed into an interview. The transcription then will be made part of the public docket system.

1       The purpose of the investigation is safety, to determine  
2 probable cause and prevent reoccurrence. Our role is not to  
3 assign fault, blame or liability. The interview is part of a  
4 fact-finding phase of this investigation. We're here to ask  
5 questions about your role in the company, company policies and  
6 procedures, and familiarity with the pilots. We cannot, however,  
7 offer any guarantee of confidentiality or immunity.

8       Each of the group members will have a chance to ask  
9 questions. We will ask questions one at a time, and everyone is  
10 instructed not to interrupt. There will be an opportunity for  
11 each group member to ask follow-up questions after each person has  
12 had a turn.

13       Please answer all questions to the best of your recollection.  
14 If you do not understand a question, ask to have it repeated or  
15 explained. If you realize you misstated or you need to modify a  
16 previous answer, please do so.

17       So Charles, if there's something you don't know, say "I don't  
18 know." If there's something you're guessing, say you're guessing.  
19 We don't expect you to know everything. If it's -- something is  
20 an opinion, state that it's an opinion. And remember that we're  
21 on recordings and we're on phones so that we can't see you, so try  
22 not to nod your head or make noises. Answer with direct words.

23       You're entitled to have one representative of your choosing.  
24 Is there somebody that you would like to have as your  
25 representative with you today?

1 MR. KIRCHMEYER: No.

2 MS. PRICE: Do you have anybody else on the phone call with  
3 you?

4 MR. KIRCHMEYER: Yeah, there's one other person with me. I'm  
5 in my truck right now.

6 MS. PRICE: Okay. Do you mind me asking who that person is?

7 MR. KIRCHMEYER: That's fine.

8 MS. EASTERMAN: Amanda Easterman.

9 MS. PRICE: Okay. Amanda Easterman, are you participating?  
10 I mean, you cannot participate in the interview. Are you there  
11 supporting Charles' interview?

12 MS. EASTERMAN: Yes.

13 MS. PRICE: Okay. Charles, if you need to talk to her at any  
14 time, we'll just take a break and consult, and then we'll get back  
15 to the interview process.

16 Do you have any questions --

17 MR. KIRCHMEYER: Okay.

18 MS. PRICE: Do you have any questions before we get started?

19 MR. KIRCHMEYER: No.

20 MS. PRICE: Okay. We'll try and get this done as quickly as  
21 possible. I appreciate your time. Would you rather be called  
22 Charlie, Charles? What's your preferred name?

23 MR. KIRCHMEYER: Charles is fine.

24 MS. PRICE: Charles. Okay.

25 Okay, today is -- all right, what is today -- June 14, 2017,

1 and the time is 3:09 p.m. Alaska Time.

2 INTERVIEW OF CHARLES KIRCHMEYER

3 BY MS. PRICE:

4 Q. Can you please state and spell your full name?

5 A. Charles Kirchmeyer, C-H-A-R-L-E-S, K-I-R-C-H-M-E-Y-E-R.

6 Q. Thank you. And who are you employed with now?

7 A. I just got on with Horizon Air.

8 Q. Have you started yet?

9 A. Unofficially. I'm going through the training process, so I  
10 haven't started the actual hire-on date. I'm just going through  
11 the whole process now.

12 Q. Okay. And when did you leave Grant Aviation?

13 A. May 10th of this year, of 2017.

14 Q. Okay. Can you give me a general background of your aviation  
15 employment history, just so we have an idea of where you're coming  
16 from?

17 A. I was -- went to school in Montana State Gallatin College in  
18 Bozeman, Montana, the 2-year program. Became a flight instructor  
19 and was there for 2, 2½ years. Then was in Kodiak for a little  
20 while, Kodiak Island. Went back to flight instructing during the  
21 wintertime, and then got hired on with Grant Aviation in the  
22 Airvan, check airman, and then I was briefly in the 208.

23 Q. So what certificates and ratings do you have?

24 A. I have commercial, CFI, CFII and MEI.

25 Q. Can you -- do you have an estimate of what your total time

1 is, and your time in a 208?

2 A. I have a total time of about 2200, and I have 160 hours  
3 roughly in a 208.

4 Q. Okay. And did you say you were a check airman in the 208?

5 A. The Airvan. The GA8.

6 Q. Okay. I got you. Yup.

7 A. The smaller one, piston.

8 Q. And what -- when you worked for Grant, where were you based?

9 A. Bethel.

10 Q. I think I missed -- when did you start working for Grant?

11 A. Technically, I got hired on after my check ride the first of  
12 February of 2016. Started ground school January of 2016.

13 Q. Okay. So a little over a year.

14 A. Yes.

15 Q. All right. Did you have any -- I mean, what was your title  
16 at Grant? Were you a PIC or did you hold any other collateral  
17 duties with the company?

18 A. I was PIC in the Airvan. I was the check airman in the  
19 Airvan, the GA8. And then I was the PIC in the 208 Caravan for  
20 160 hours.

21 Q. Okay. Thank you. And how did you know -- did you know  
22 Gabriele Cianetti?

23 A. Yes, I did.

24 Q. Go ahead. How --

25 A. How I knew him, I had met him when I was going through

1 training, and he was flying the Airvan at that time. I had never  
2 flown with him in the Airvan until this past year. I had talked  
3 to him. He was mainly on a different schedule. And he got into  
4 the Caravan shortly thereafter, if I do believe, and got moved to  
5 King Salmon, to my recollection.

6 Q. So during that training time, you flew with him?

7 A. No, I -- no, I never flew with Gabriele until this year. I  
8 flew with him once total.

9 Q. And when was that?

10 A. In my recollection.

11 Q. Okay. When was that?

12 A. I want to say March. He was due for his annual Airvan  
13 retraining recurrency, and so I did a recurrency check ride with  
14 him. In the Airvan, not the Caravan.

15 Q. Oh, okay. And how would you rate his performance compared to  
16 other company pilots in the Airvan?

17 A. It was, it was good. I mean, I didn't have many issues with  
18 him. He hadn't flown it for a while, so we did -- went up and did  
19 some maneuvers, and then we went up and did the official check  
20 ride. So just a little rusty, but I mean, everything came in  
21 within two to three times of doing, you know, practice and  
22 maneuvers. Stall looked great. He just needed some -- a little  
23 bit of help refreshing on the maneuvers themselves, running  
24 through them, the flow. But once we did a little bit of practice,  
25 I felt, I felt relatively safe in the Airvan with him. You know,

1 I mean, much as you can with somebody else flying, I guess.

2 He didn't seem to have any hazardous attitudes or anything.  
3 There was a language barrier due to his accent that was kind of  
4 tough at times. Other than that, Gabe seemed like a pretty, you  
5 know, competent pilot.

6 Q. How would you describe his personality?

7 A. Easily irritable. Some dealing with the language barrier, in  
8 my opinion; some just dealing with -- he didn't seem to deal with  
9 people as well, all that well. I think he was good at probably  
10 flying and that's kind of where he -- why he was up in Alaska. So  
11 -- you know, it was kind of more remote. He didn't have to deal  
12 with as many people. That's just my guess.

13 But he seemed, you know, as far as his attitude went, I mean,  
14 he just wanted to work. He really, really wanted to work, to just  
15 kind of -- didn't make friends very well. Kind of always a little  
16 on the -- I don't know if bitter side is the right word, but kind  
17 of -- I don't know as far as, as far as that goes. I've only met  
18 him a few times and talked to him. He just seemed kind of  
19 standoffish, but that's just my take on him.

20 Q. Okay. And would you say he was knowledgeable about the  
21 aircraft?

22 A. The Airvan?

23 Q. Yeah.

24 A. Yeah, yeah. I mean, he was knowledgeable about it. We went  
25 through and ran the maneuvers, and -- yeah. I mean, he was

1 probably a little bit more knowledgeable on the Caravan at that  
2 point in time because he hadn't been flying the Airvan; he's been  
3 down in King Salmon. But, yeah, he knew a lot about the Airvan.  
4 He actually caught me on a few things. Like I think I said the  
5 wrong thing or misspoke, and he kind of looked at me like, do you  
6 mean this? And I was like, yes -- well, yes, I do, so -- on some  
7 of the systems I had kind of misspoke. So he seemed to be very  
8 knowledgeable in the Airvan.

9 Q. Does the Airvan have a TAWS on it? I'm assuming it does, but  
10 I don't know that.

11 A. Yes, it has traffic awareness. It has the ADS-B up in --

12 Q. Does it, does it have a terrain awareness GPS system?

13 A. And it has -- yes, it has terrain -- yes, it has terrain  
14 awareness. Yes. I was thinking of something else.

15 Q. Do you remember at any time during your flight in March  
16 discussing the use of that system during that flight?

17 A. Yeah, we went over the avionics, because part of the training  
18 was to give him unusual attitudes and where to look if something  
19 failed, and then talking about the different features on that.  
20 Yes.

21 Q. So during that training with him, did you discuss or perform  
22 any inadvertent IMC maneuvers?

23 A. Yes. Talk about white light; flat light; inadvertent IMC,  
24 you know, where you're supposed to climb, descend, depending on  
25 what you're -- if you're picking up ice. Do a 180, what to do.

1 You know, always have an escape route. Find a, you know -- I  
2 always teach you kind of through -- if you're not going to use  
3 your heading bug, because you don't have autopilot in there, I set  
4 it in 180 if you think you're going to go into IMC. So that way  
5 you always have a visual heading bug to turn to, 180 degrees.

6 Then we talk about flat light. I gave him unusual attitudes  
7 and -- yeah.

8 Q. Okay. So you said that you had Caravan time. Had you ever  
9 flown in an 803-Tango-Hotel?

10 A. No. I think that's the one that was stationed down in King  
11 Salmon. I think it was 8-Tango-Hotel, the red one -- or, no, 4-  
12 Tango-Hotel, that I had flown in.

13 Q. Okay. And during that flight or any conversations you had  
14 with him, did he talk about his shoulder surgery or any pain from  
15 that?

16 A. He definitely talked about his shoulder surgery. That was  
17 the big topic. Because I was wondering where he was or -- I  
18 thought he was down in King Salmon. He's like, no, I was over in  
19 Italy, I believe, getting shoulder surgery. And that -- he said  
20 the motion -- he said he wasn't in pain, I believe, and I believe  
21 he said he had most of the motion back in it. And I believe, as  
22 far as that goes, that he would have to get a doctor to sign off  
23 on the return to service, return to duty.

24 He seemed -- I think it was his left shoulder, and that's --  
25 he was, that's what he was using. So I didn't see any pain. I

1 didn't see him flinch. He seemed to be good. He even showed me  
2 his stretches and the exercises that he would have to do to retain  
3 full mobility without injuring or pain anymore. So on that  
4 regard, he seemed to be back close to capacity, as far as I know.

5 I know when you get older that that kind of -- the healing  
6 process takes a different toll. So as far as I could tell, he was  
7 performing just fine.

8 Q. Okay. Thank you. Did he -- was he wearing glasses? Do you  
9 remember?

10 A. Yes, he had glasses.

11 MS. PRICE: Okay. Those are all the questions that I have in  
12 regards to your background and your flight with the accident  
13 pilot. I'm going to pass it to other folks to ask any question  
14 that they chose about those things.

15 So Brice, you're up next.

16 MR. BANNING: I don't have any questions. Thank you, Noreen.

17 MS. PRICE: Okay. Ryan?

18 MR. BRINKMAN: Yeah, Noreen, I have no further questions.

19 Thanks, Charles.

20 MR. KIRCHMEYER: You're welcome.

21 MS. PRICE: Austin?

22 MR. ENGBRETSON: Yeah, I got -- can you give me one sec?

23 There's a jet taking off.

24 MS. PRICE: Sure.

25 BY MR. ENGBRETSON:

1 Q. During your check ride or that flight, kind of prior to the  
2 check ride where you guys were, I guess, knocking the rust off,  
3 did you see any issues whatsoever during any kind of simulated  
4 conditions, whether it be, you know, just (indiscernible)  
5 instrument flying during the VOR approach? Anything notable  
6 during that?

7 A. Give me a minute, and I'll try and run myself through it.  
8 Not so much on the instrument stuff. He seemed to be pretty solid  
9 on that. He seemed to be -- the only thing I can think of during  
10 that time frame, now that you mention that too, on the approach  
11 inbound, he was going a little fast and I asked him to slow it  
12 down just because he was trying to treat it a little bit more like  
13 a Caravan than an Airvan, keeping the forward speed up.

14 But as far as the instrument skills, you know, it's -- he was  
15 right on glide slope or glide path when we were out. And we did  
16 one out in, I believe, Kwethluk, coming in from the north runway  
17 1-8. He seemed to be doing fine there, pretty well nailing it.  
18 The radios were -- well, I had trouble with his radio. It's just  
19 because I was having a rough time hearing -- understanding him.

20 And the other thing after that, we were kind of -- I let him  
21 get a little more familiar with it as we were coming back in and  
22 just kind of -- we were doing a little bit of, like, S-turns. And  
23 he -- there was one time that he did kind of make me want to take  
24 over the controls, now that I'm thinking about it. He got a  
25 little aggressive with the turn. I was kind of looking out the

1 window the opposite direction, and he was going -- left or right,  
2 I don't remember -- but he snapped it into a 30-degree bank pretty  
3 quick, 30-, 35-degree bank, and -- quicker than I was expecting,  
4 anyways. And I told him, I'm like, hey, like, we don't, we don't  
5 do that. And after that, he stopped. He kind of looked at me,  
6 but -- aside from that, I -- the check ride was good. The  
7 maneuvers and everything were good.

8 I don't know if you want me to keep talking, or if that  
9 answered your question?

10 Q. No, that's what I was, that's what I was looking for.

11 How about -- you kind of answered this. I just want to throw  
12 it out there. Anything notable during any period during your  
13 flight where his workload was really high? You know, whether it's  
14 like a, you know, transitioning, you know, VMC to IMC, you know,  
15 during the approach itself? I mean, how did he handle situations  
16 where there was, you know, a lot of (indiscernible) and a high, a  
17 high pilot workload? Did he get behind in the airplane at all, or  
18 was he on top of things?

19 A. He seemed to be on top of the workload. The only thing that  
20 would -- I would have pointed out, and I did to him, and I don't  
21 know if it was just because, you know, he had been up there and he  
22 had more flight time up in Alaska, I was just talking about his  
23 radio callouts. You know, there was, there was lacking a few.  
24 You know, he'd call out that we're here or we're on the approach  
25 and then we're 5-mile final, but -- or whatever final it was. But

1 there was a few -- and I had trouble understanding what he was  
2 saying, but it seemed -- the other guys seemed to understand him  
3 or work through it anyways, the other people on the radio.

4 Q. Okay. Last question from me. You know, you only did the one  
5 flight with him, correct?

6 A. Yes, just one flight.

7 Q. Did you notice anything -- I mean, but you did work around  
8 him. Well, I mean, not that often, it sounds like, because you  
9 guys were on opposite shifts. But if you guys did work around  
10 each other, anything notable just from an observation standpoint  
11 about any kind of judgment issues or anything like that?

12 A. I guess just, in my opinion, he might have been a little bit  
13 more of like "I don't need your help" maybe. I don't know if it  
14 was full-on macho, but it was more of just leave me alone a little  
15 bit. He didn't like calling or -- you know, calling out a lot of  
16 -- working with other pilots very well. That's about the only  
17 thing I really noticed. And due to that, it was hard to actually  
18 kind of get closer around him.

19 MR. ENGBRETSON: Okay. That's all I've got. Thank you.

20 MR. KIRCHMEYER: Okay.

21 MS. PRICE: All right. Thank you.

22 BY MS. PRICE.

23 Q. So we're going to move on to some general questions regarding  
24 operations at Grant and your experiences there. And thank you  
25 very much for this. You know, I'm not an Alaska bush pilot, so I

1 appreciate all the input you have to the investigation here.

2 When you flew out of Bethel, did you fly in mountainous  
3 terrain? I know the answer, but I need to ask it.

4 A. For the most part, no. Over near the island, Nelson Island  
5 -- we call it Toksook/Nightmute -- there was going towards up  
6 north -- I can't think of the name right now. Saint Mary's in  
7 that area, there is some mountainous area for sure. There wasn't  
8 too many flights that I went there. I did some charters, possibly  
9 at Holy Cross or something like that, or over to Scammon Bay and  
10 stuff like that. That was more, that was more scheduled, Scammon  
11 Bay but -- yeah.

12 Sorry if I'm getting wordy here. I'll try --

13 Q. No.

14 A. -- and keep it short.

15 Q. No, no, no. You're doing fine. Thank you very much.

16 So when you -- how did you plan your routing and your  
17 altitudes for those flights? In general, what's your methodology  
18 for assuring a safe flight in regards to avoiding terrain?

19 A. Just in general, or are you talking like specifically for a  
20 plan? Well, I mean, in general, there's, you know, checking the  
21 area forecast on the Alaska website. Checking the METARs or the  
22 AWOS at the locations. Checking the FAA weather cameras. Just  
23 checking what -- if it had a TAF, what it might be doing along the  
24 route. Pilot reports based on, you know, somebody who just came  
25 or went there, or if somebody had actually put a pilot report

1 online, on the FAA. The village agents was another big one.

2 Q. Okay. So you use the weather data from those sources to then  
3 choose a route. I'm mostly interested in altitude. What kind of  
4 altitudes do you fly?

5 A. What kind of altitudes? Well, are you talking IF or are you  
6 just talking VFR?

7 Q. I'm talking on your VFR flights. We'll say -- I'll just give  
8 you an example. I'm a new pilot. I'm flying with you. I'm a  
9 safety pilot just observing you, and you're flying through an area  
10 that has mountains that are 3,000 feet high. The weather at  
11 departure was 1500, and so the mountains are obscured due to the  
12 lower clouds, but you have VFR minimums.

13 A. It all depends on if it was day or night. Nighttime there's  
14 different standards. There's higher level minimums for your  
15 route, and they have to be within 4 miles of that route, the  
16 obstructions. So you're going to be picking from -- depending on  
17 where you're going. It's kind of hard to explain.

18 Q. No, that's okay. I'll tell you what, Charles, it's a tough  
19 question.

20 A. And this --

21 Q. It's very general, but -- what are your company VFR minimums?  
22 Now you don't work for them anymore, but do you remember what they  
23 were at Grant when you were?

24 A. VFR minimums, I mean, the basic 135 were 500 and 2; 500-foot  
25 ceiling in Class G and then 2 miles of visibility, which is pretty

1 low, but there are times when you're out there and it got down to  
2 that. If we had -- if it was a new pilot and they're on  
3 restrictions, they're not going to go unless it's VFR, you know,  
4 marginal VFR, at least, 1,000-foot ceilings and 3 statute miles of  
5 visibility. There's chances when they kind of come back in and  
6 have to get on the special VFR because it's, you know, IFR at the  
7 field, 500 and 2 or 500 and 3 or 600 or whatever.

8 Q. So --

9 A. If you're going someplace at night -- go ahead.

10 Q. No, you can continue.

11 A. If you're going someplace at night, you know, we had the --  
12 depending on where you're going, if it was mountainous, we had  
13 different chart and dispatch. We would go look at that and see if  
14 it had runway lights. If it did have -- you know, you can look in  
15 your AF/D in multiple different areas too, see if the runway  
16 lights -- if we could go there at night. You know, that would  
17 restrict if we were even going there.

18 If it was mountainous, then we would have a limit, you know,  
19 for each different runway depending on where it was located as far  
20 as if dispatch could even send us out there, or if we were even  
21 legally able to go, whether or not they sent us. And then we  
22 could double-check on those.

23 So there's so many different options here that it's hard to  
24 pinpoint exactly what you're looking for.

25 Q. Yes. No, but you gave me a lot of information, so I

1 appreciate it. I know it's a tough, a tough, very open question.

2 So when you are dispatched on a flight with multiple legs,  
3 which you usually are, how do you update weather while en route or  
4 at one of your stopover places?

5 A. Well, I mean, we -- there are certain places that have AWOS,  
6 the village agents. They gave us company cell phones, so we did  
7 have those. I would -- either that, or I'd relay on the company  
8 frequency to dispatch or other pilots and get a weather update.

9 The weather is constantly changing, so whether or not they  
10 said it was good, you know, at the time they got it from the  
11 village agent or the weather cam, the METAR in there or the AWOS,  
12 you know, by the time you get there, it could have changed. So  
13 during that time, I was -- it was a lot on the pilot to maintain  
14 -- you know, check that route of flight. If it was slight-rising  
15 terrain, you know, what would I need to do to stay 500 feet above  
16 that? It was a -- there was a lot of workload on the pilot.

17 So if anything else, if you were in doubt, then you're just  
18 going to turn back around or get a pilot report from another  
19 pilot. You know, what it looks -- you know, at one point in time  
20 it may look like it's a half a mile visibility when it wasn't, you  
21 know. But, you know, in your mind you're -- what you think it may  
22 be or may become. And it's just a small layer of haze, and then  
23 on the backside it's wide open. So it's a very difficult  
24 question.

25 Q. So have you ever turned around in flight for weather?

1 A. Yes.

2 Q. And have you ever cancelled a flight for weather?

3 A. Yes.

4 Q. And were you in any way reprimanded by any company personnel  
5 for those decisions?

6 A. No, not by company personnel. There was a time with a check  
7 airman that he kind of pushed and pushed and pushed. And I wasn't  
8 comfortable, and I got kind of pushed into a flight.

9 Q. And was the issue there weather or something else?

10 A. There was a lot of issues with that one. A lot of issues, in  
11 my opinion. It was --

12 Q. All right. Thank you. We won't discuss that right now,  
13 though, but maybe towards the end of the interview we can talk  
14 about that.

15 Do you mind, can you talk me through the dispatch process in  
16 King Salmon, a typical flight there? How do you -- how did the  
17 dispatch process work?

18 A. I have never actually gotten dispatch or flown into King  
19 Salmon with this company, so that's not --

20 Q. Oh, I'm sorry. I meant to say Bethel. Bethel.

21 A. Oh, okay. You know, you have your scheduled flights early in  
22 the morning. 8:30 would be one of them. You would, you know, get  
23 your plane ready, and you knew you had an 8:30 departure, whether  
24 there was traffic or not, or bypass the haul. So there was always  
25 a question of if there was air traffic or something to actually

1 haul.

2       So you would go talk to dispatch in the morning, in the  
3 morning meeting, and we would discuss where we were going, how  
4 much the plane could take. Sometimes, you know, we didn't know  
5 the fuel, so we'd wait and go run up the plane, put in fuel, and  
6 come in and -- or call on the radio and say how much we could  
7 take. Dispatch would then relay over to the ground crew to get  
8 the load ready, whatever that may be. Combination of bags,  
9 bypass, mail and passengers. At that point in time, once you were  
10 loaded and you have your plane -- your portion all ready and  
11 secure, you would go back into dispatch and talk with them a  
12 little bit more about weather.

13       And weather was, weather was briefed in there as well at the  
14 same time, you know. During the time you may get loaded, or maybe  
15 in that 45 minutes to an hour, you know, you're going to check  
16 weather two or three times to see if it's good, because it can  
17 constantly change. We would go talk there and make sure they had  
18 the current weather, make sure they put that on the dispatch  
19 sheet, make sure that they called the village agent. And the  
20 village agent actually was hopefully given an accurate report. If  
21 I had an AWOS, we'd look at it, look at the FAA webcam.

22       Even though the dispatch or the flight follower was putting  
23 on weather, I didn't necessarily trust that. I would go check out  
24 my own area forecast, my own webcams. Because a lot of the time,  
25 the -- you know, what was reported may not have been what I was

1 comfortable with or what was actual. So the village agents,  
2 sometimes in their reporting, they weren't very accurate. Or when  
3 I got there, it wasn't the same. So I wanted to check to see what  
4 was happening with that, or on the radar to see what was going on,  
5 to see if the weather was pushing, which way it was pushing and  
6 what was going to happen.

7 Q. So where did you get your weather from? Do you use an app or  
8 do you just dial up AAWU or -- who are you going to for your  
9 weather?

10 A. We'd either -- you know, either you call up -- we'd get on  
11 the FAA webcam with the weather site. You'd go to the Alaska FAA  
12 -- the Alaska NOAA site. NOAA?

13 Q. Yeah.

14 A. I can't think of it right now. I'm sorry.

15 Q. Yeah. Alaska web --

16 A. Get it through -- yeah. And then we would -- you could call  
17 the briefer and see if there's any NOTAMs or PIREPs or anything  
18 like that. And they can kind of give you a broad view of it. But  
19 it's such an expansive area that we fly into and out of that even  
20 that, getting an official weather brief, it only is good so long.

21 You can get updates along the way too. Along the route in  
22 the Airvans, they had some really good avionics. There was the  
23 FIS-B, which you get weather; you can get METARs and TAFs. You  
24 can get those in the Caravans too. And then one -- we had radar,  
25 weather radar, on there. So every 4 minutes, it would slightly

1 refresh, and you can kind of get a picture of what you may or may  
2 not be flying into.

3 Also along the route, we would call other pilots, you know,  
4 within the company or other companies, if we knew them. Call up  
5 the village agent on the marine radio, or call back to dispatch to  
6 get an update.

7 Q. Okay. Thank you. Back to the dispatch process. Can you  
8 explain how the risk assessment process works for dispatch?

9 A. Yeah. There was one for like the weather and emotional  
10 state, and there was one for like the landing risk analysis as  
11 well. So there was a few different portions to it.

12 One would be -- first, I believe, was your mental state:  
13 green, yellow and red. In my opinion, if -- and what I told  
14 people and, I believe, this was the policy. If there was a yellow  
15 even in mental state, you're not going to go. If there's a  
16 question, then no. And obviously, if there's a red, then no. I  
17 mean, red is no, no-go.

18 So you -- depending on your level of proficiency and your  
19 time with the company, you would have a certain amount of yellows  
20 that was sufficient for you to go fly. Otherwise you'd have -- so  
21 more than three yellows, then we'd have to call the safety  
22 officer, which was AJ -- what's his name? AJ, Sam. They were  
23 also the team leads at the time, flying the medivac. So we'd call  
24 them if there was over three yellow.

25 Or if it was over the pilot restrictions, such as if you were

1 -- with the first 100 hours with the company, their first 100  
2 hours in a plane, you were on restrictions. And generally,  
3 depending on your capability with the plane or your piloting  
4 skills, if they were good enough, such as crosswind or total wind,  
5 it would generally be 25 knots of total wind, 15 knots of  
6 crosswind, and then a -- what was the third one? Oh, then no  
7 special VFRs out until your first 100 hours. And then somebody  
8 would revisit -- a check airman would revisit, and you would be  
9 taken on or off restrictions.

10 Now back to the risk assessment. And it would start talking  
11 about landing risk assessments such as, you know, is there  
12 potholes? Is it snow? What other type of contamination is on  
13 there? Then it -- when you talk about weather, with the wind, the  
14 ceiling, the visibility, MEL items on your plane. And so if any  
15 time any of those equaled more than three yellow, or if it was  
16 three yellow, I told my -- the pilots I was training, it was three  
17 yellow within your first 100 hours, you need to go and confer with  
18 somebody. Whether it be a check airman, just go and confer with  
19 another pilot not on restrictions -- somebody that's been there a  
20 little while, to go over it with you, so they can get the  
21 experience and the knowledge on how to, you know, fly up in  
22 Alaska.

23 Q. Okay. And who's responsible for dispatching? Is it both of  
24 you, the dispatch agent and the pilot? Or is it the pilot that  
25 signs the risk assessment or the dispatch agent that signs the

1 risk assessment?

2 A. Both. So the pilot fills it out and then initials it. And  
3 if it's over four -- of if it's over three yellow, then they have  
4 to get the safety officer to say, do you feel comfortable? Where  
5 are you going? Tell me the criteria. If they say yes, you can  
6 go, if you're feeling comfortable and it's a certain criteria that  
7 they're comfortable with, then you can go.

8 But there's also the company limitations. If it was over the  
9 company limitations, it didn't matter how many yellows it was, you  
10 still -- you wouldn't be able to fly.

11 But back to, back to what I was -- the pilot would sign --  
12 fill out the risk assessment, and then the dispatch would come  
13 back and look it over, and then they would have to initial right  
14 beside the pilot.

15 Q. Okay. And did you, in your experience, ever disagree with  
16 the dispatch agent in regards to whether the flight should go or  
17 not?

18 A. Yes.

19 Q. And what occurred in that case?

20 A. There's been multiple times. Dealing with pressure to fly  
21 and get the bypass or mail or passengers out. Dealing with  
22 weather, what I was comfortable with. Even though it might have  
23 not been -- even if it was below company standards, there's been  
24 times where the wind or, you know, they see it as VFR and it was,  
25 or, you know, it's kind of -- like 1,000 and 3. You know, 1,000-

1 foot ceiling and 3 miles of visibility, and they're like, why  
2 aren't you going? Well, because from my years of experience -- in  
3 my years of experience, you know, I've dealt with this weather and  
4 I look at the radar, and I know you guys have figured out how to  
5 decipher it and come up with a plan, go or no-go. But I'm the one  
6 flying out here. I'm the one taking the risk. I will say if I go  
7 or don't go. So it's just, kind of, the basic, I think, dispatch  
8 scenarios up there.

9 Q. And did this happen once to you or multiple occasions?

10 A. Oh, this happened, this happened multiple occasions.

11 Q. Okay. So is it up to the pilot to decide if you're going to  
12 be going IFR or VFR?

13 A. Yeah. It's up to the pilot. The team lead -- sometimes some  
14 of the team leads would push a little bit more. You always  
15 -- there was one in particular that pushed quite a bit.

16 What's that? What's that?

17 Q. Is somebody else speaking?

18 A. Oh, I thought I heard somebody.

19 Q. No. No, it was probably my papers rustling. Okay, so let --  
20 I'll tell you what, we'll move on a bit, to get on here.

21 Were you ever reprimanded -- I think I may have asked you  
22 this -- for not continuing a flight or canceling a flight, other  
23 than that DA -- by anybody? A chief pilot or DO or any other  
24 management personnel for canceling a flight?

25 A. Was I reprimanded on paper? No.

1 Q. How about not on paper, otherwise?

2 A. You would -- there are, there are times that you felt that  
3 you were pressured, that's for sure. It wasn't -- there are -- I  
4 don't want to just, like, be blunt and mean or whatever, but there  
5 are times where some -- there were people that would say, well, if  
6 you can't take it, then we'll find somebody who will. And  
7 basically, it's reprimanding you by kind of belittling you and  
8 thinking that you're not that good of a pilot slash -- and at  
9 times, there were times in my experience that definitely, you  
10 know, I needed more experience to do some of those.

11 But some of them, they would give -- start giving flights to  
12 other pilots and that would, you know, take those. And like at  
13 some point in time, my experience level wasn't as high as those  
14 guys, so -- but it sometimes felt like yes, they kind of pushed a  
15 little bit and pushed a little bit too much.

16 Q. And when you say they, who specifically are you referring to  
17 position-wise?

18 A. In my experience, it was -- there was a team lead and a check  
19 airman that would do that, that have done that to me.

20 Q. Okay. In your opinion, do pilots choose different routing  
21 when no passengers are on board, to include different altitude  
22 selections?

23 A. Yeah. Generally passengers on board, we're -- and I'm going  
24 to go higher, and I'll tell my -- the people I'm training, go  
25 higher so as to give them the smoothest ride possible. Without

1 passengers on board, I'll drop down to 1,000 feet and go look at,  
2 you know, some -- even, you know, some -- I'll go look at some elk  
3 or whatever as I'm flying, you know, coming back, see if I can't  
4 spot something or help out search and rescue.

5 Q. And did Grant have a CFIT program that you were aware of?

6 A. Part of the Medallion.

7 Q. And from your perspective as a pilot for Grant, what did the  
8 CFIT program do for the company or for the pilot? From your  
9 perspective, what did that mean to you?

10 A. Well, we -- I liked that part of it. It definitely helped me  
11 be put at ease a little bit by the training we got about white  
12 light, flat light, and just about being aware of it and being part  
13 of the Medallion program.

14 Q. Did you do -- so you had annual CFIT training when you worked  
15 there?

16 A. Yes. I've actually -- that was one thing I did have training  
17 multiple times in, just because you're switching planes, or you  
18 get in with another check airman or pilot, or you're flying, you  
19 know -- well, I shouldn't say check airman -- you get in with  
20 another check airman and, you know, he'll run through some of that  
21 with you because he thought it was important, so --

22 Q. So how did Grant Aviation monitor pilots' work performance?  
23 How were you evaluated? Were you ever visited at the base by  
24 chief pilot, DO, safety officer, FAA?

25 A. Chief pilot, not until Matt Baumgartner became chief. No, it

1 was before he became chief. DO, I believe Austin was there a few  
2 times. Don't know his reasons. Some were to fill in and do some  
3 other training. I was not ever part of any training when they  
4 came around as far as I can -- my knowledge. They may have showed  
5 up, maybe, when I wasn't there and off-shift. But I've never  
6 gotten any training with the chief pilot or any of those, any of  
7 them, the people you stated.

8 Q. How about the FAA? Did you observe the POI or APOI or PMI  
9 there at Bethel?

10 A. Yes. There have been -- I've had ridealongs with them. I  
11 had I know -- there's been quite a few ridealongs that I've  
12 noticed, anyways, in the Airvan. And then I also had my training  
13 with one of them. I had to perform the check ride on one of my  
14 fellow pilots to become check airman, so there was another thing.  
15 They were out doing training in Bethel.

16 Q. All right. So this is a big one. Did you like working for  
17 Grant Aviation?

18 A. I'll be honest. For about 9 months, I did, 9, 10 months that  
19 I started. I still liked working for them, it just started  
20 changing quite a bit and I didn't like to see -- I didn't like  
21 where it was going. And that's technically why I put in my notice  
22 and left. Then there was some other things about them letting me  
23 go as well. But toward the end, I needed to get out of -- whether  
24 it was Bethel or Grant, I don't know.

25 Q. So why did you leave?

1 A. That's a big question. There's a lot. I saw a lot of stuff  
2 happen that I felt was unsafe. I tried to keep the guys that I  
3 trained in the Airvans up to standard as best I could and stay out  
4 of that. There was a lot of people I suspected that were  
5 intoxicated, possibly other substances. I don't know. This is  
6 all -- I can't prove any of this.

7 I just -- from the conversations with the team lead -- not  
8 the team lead -- the station manager about he had to go and wake  
9 up people because they were passed out drunk. They didn't come  
10 into work that day, but -- I don't believe, and -- but they were  
11 so drunk they couldn't make it to work at noon, and then everybody  
12 else at work got yelled at. And we were just kind of looking at  
13 each other, like, why are you yelling at us? We're here.

14 So there was a lot of that going on, and it wasn't being  
15 brought to the attention of the people, I believe, that were doing  
16 it, as well as maybe other people that should be taking action.  
17 And they started hiring people that I didn't feel were very  
18 qualified. Granted, I don't have the experience that a lot of  
19 them do, but after I saw certain people leave and certain people  
20 step in, and our passenger count and everything -- you know, I  
21 don't have the numbers; I can't say for certain, but I know how  
22 many flights, how many hours I used to get and -- versus how many  
23 hours I got right before I left. And a lot of those were for  
24 training people.

25 So sometimes, you know, we would get 80 to 100 hours a shift,

1 somewhere in there, you know. It's usually 70, 80. And when I  
2 left, you know, we were hiring a lot of pilots, but a lot of them  
3 weren't showing up and we were down to like 20, 25 hours a shift  
4 for 2 weeks. And so I mean that -- you know, if you're up to fly  
5 and you want to go up and fly in Alaska, I mean, that takes a big  
6 hit. It also takes a hit on your paycheck.

7 And then flying with people that aren't pulling their weight  
8 because -- I don't know exactly why. I think I hinted at it or  
9 gave you an instance in the beginning of the scenario. And so  
10 that -- and I had expressed my concern with multiple individuals.  
11 And so then I'm just, like, I can't, I can't do this anymore.  
12 This has, this has got to stop.

13 And then, when Gabe -- Gabriele Cianetti CFIT-ed in down near  
14 King Salmon, I was like, okay, you know what? No. Like, this  
15 isn't -- this has, this has got to stop. This is -- something's  
16 got to change. I'm not going to change them. The only thing I  
17 can do is change and go somewhere else.

18 So I told them that, and then after that -- granted, this  
19 isn't maybe painting more of a favorable light on me as far as how  
20 things went down. After that, I was then let go a day or two  
21 after due to -- I never was really informed. They wanted me to  
22 come to Anchorage and sign paperwork, but I had other stuff to do.  
23 And as far as termination paperwork, I never did. But they never  
24 fully gave me a reason as to why I was let go.

25 Q. Okay. All right. Back to the -- when you describe people

1 being drunk and otherwise, there's a number of different employees  
2 that support base operations. At any time did you think that  
3 pilots that were flying there were under the influence of  
4 substances?

5 A. Yes.

6 Q. Okay.

7 A. Nothing I could prove.

8 Q. All right. I'm sorry this is going a little bit long, but  
9 thank you very much for, you know, helping us out here. I'm going  
10 to pass it along to Brice now to follow up on any questions  
11 regarding general operations or anything else.

12 MR. BANNING: Hi, Charles. I just got --

13 MR. KIRCHMEYER: Hello.

14 MR. BANNING: -- a couple questions. Thanks for taking the  
15 time out of your day. We sure appreciate it. I just have a  
16 couple questions for you.

17 BY MR. BANNING:

18 Q. You talked about the Medallion CFIT program. Can you explain  
19 to me how you were trained for an inadvertent encounter with IMC?

20 A. Yeah. It all depended on, you know, your freezing level,  
21 your temperature, if you were picking up ice or not. And if you  
22 encountered IMC, the first thing you were going to do is focus on  
23 your instruments, keep a level attitude. You're picking up ice,  
24 you're going to try and -- 180-degree turn back out of it, or  
25 you're going to climb. Or if -- depending on how high you are --

1 You know, you're at 6,000 feet and you, down at 3,000 feet, you  
2 know, you were in the clear and it wasn't icing, then you could  
3 descend. But the first thing, just focus on those instruments,  
4 your attitude indicator.

5 Q. And then you mentioned the risk assessment process and how,  
6 at a certain level, you needed to go to higher management, whether  
7 it be a check airman or a team lead, and that you felt some  
8 pressure for some flights at various times. Did you ever raise  
9 those concerns about feeling pressured to their management  
10 personnel?

11 A. Yes.

12 Q. And who did you talk to?

13 A. The one --

14 Q. Just the position. Just the position is --

15 A. There was a chief pilot and a team lead.

16 Q. Okay. And what was their response to you, Charles?

17 A. To me, it felt dismissive. I don't know if they had  
18 encountered this multiple times, many, many times before and --  
19 something they had seen. It took a little bit of pressure on my  
20 end to actually -- for them to hear my side of the story, what had  
21 happened, why things had went that way. It felt like I had to  
22 fight to establish how I felt or --

23 Q. And did you notice a difference in the way things went after  
24 you visited with your upper-level management?

25 A. Some. For a little while, at least. The chief -- after we

1 talked it over and stuff like that, then it was, you know -- there  
2 was, there was a little battle there, but we came on solid ground  
3 and we figured it out, and figured out where we needed to go from  
4 there. That was no problem. But the team lead, there was a  
5 different case on that one. Not so much.

6 Q. Okay. Okay.

7 MR. BANNING: I think that's all the questions I have. Thank  
8 you, Charles. I sure appreciate it.

9 MR. KIRCHMEYER: You're welcome.

10 MS. PRICE: All right. Ryan?

11 MR. BRINKMAN: Yeah, this is Ryan. I've got no further  
12 questions. Thanks again, Charles.

13 MR. KIRCHMEYER: Sure, no problem.

14 MR. ENGBRETSON: This is Austin. I just -- give me one sec  
15 while this plane taxis away here.

16 BY MR. ENGBRETSON:

17 Q. Just real quick, a scenario question, Charles. If you're  
18 going to fly to Toksook Bay at 800 feet, are you going to go  
19 direct?

20 A. No.

21 Q. And why not?

22 A. Because of terrain.

23 Q. So what would you do instead of going direct?

24 A. You can go to direct Nightmute and then dependent if -- so  
25 you can go direct Nightmute, and that's going to bring you to the

1 southwest side of the terrain. And depending on when you got  
2 about 10 miles, 20 miles outside of Nightmute, depending on what  
3 the ceiling was and what the Toksook AWOS was going to say, then  
4 you would either proceed or you could turn back around without  
5 getting inside of the terrain.

6 MR. ENGBRETSON: Okay. Thank you.

7 MS. PRICE: All right, Charles. Thank you very much. Is  
8 there anyone else you think that we should interview that would be  
9 beneficial to the investigation?

10 MR. KIRCHMEYER: I don't -- no one I can think of, no. I'm  
11 not -- no.

12 MS. PRICE: Okay. All right. Well, hey, we're done here.  
13 Thank you very much. I do appreciate it. You know, our goal is  
14 to prevent accidents in the future and determine probable cause.  
15 So your interview will help us in doing so, and I appreciate the  
16 time that you gave us.

17 If you think of anything else that you think might be  
18 pertinent to the investigation, you have my contact information,  
19 so please go ahead and send me a note, and we'll have a chat  
20 again.

21 MR. KIRCHMEYER: I thought of somebody that you may -- may  
22 have some light. He spent some time down in King Salmon in a  
23 Caravan. His name is Kendall Young.

24 MS. PRICE: Okay. All right. Great. Thank you.

25 Unless -- does anyone have any last questions?

1 All right. Super. Thank you, Charles. Appreciate it.

2 MR. KIRCHMEYER: You're welcome. Thank you.

3 MS. PRICE: All right. Bye-bye.

4 MR. KIRCHMEYER: Bye.

5 (Whereupon, the interview was concluded.)

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: GRANT AVIATION FLIGHT 341 ACCIDENT  
NEAR CHIGNIK LAKE, ALASKA  
MAY 1, 2017  
Interview of Charles Kirchmeyer

ACCIDENT NUMBER: ANC17FA021

PLACE: Anchorage, AK

DATE: June 14, 2017

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

A handwritten signature in cursive script, appearing to read 'Eileen Gonzalez', is written over a black rectangular redaction box.

---

Eileen Gonzalez  
Transcriber

## UNITED STATES OF AMERICA

## NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of:

\*

\*

GRANT AVIATION FLIGHT 341 ACCIDENT \*

NEAR CHIGNIK LAKE, ALASKA \*

Accident No.: ANC17FA021

MAY 1, 2017 \*

\*

\* \* \* \* \*

Interview of: LUKE NIEDRINGHAUS

Anchorage, Alaska

Wednesday

June 14, 2017

APPEARANCES:

NOREEN PRICE, Investigator in Charge  
National Transportation Safety Board

BRICE BANNING, Senior Aviation Accident Investigator  
National Transportation Safety Board

RYAN BRINKMAN, Investigator-in-charge  
Federal Aviation Administration

AUSTIN ENGBRETSON  
Grant Aviation

| <u>ITEM</u>                     | <u>I N D E X</u> | <u>PAGE</u> |
|---------------------------------|------------------|-------------|
| Interview of Luke Niedringhaus: |                  |             |
| By Ms. Price                    |                  | 6           |
| By Mr. Engebretson              |                  | 13          |
| By Ms. Price                    |                  | 14          |
| By Mr. Banning                  |                  | 21          |
| By Ms. Price                    |                  | 23          |

I N T E R V I E W

(5:30 p.m.)

MS. PRICE: Okay, we're recording. Today is June 14, 1730 Alaska Time. I'm Noreen Price, investigator in charge, NTSB, of this accident investigation.

And if you guys on the phone would go around and introduce yourself to Luke?

MR. ENGEBRETSON: This is Austin with Grant Aviation.

MR. BRINKMAN: Hi, Luke. This is Ryan Brinkman, the FAA IIC.

MR. BANNING: Brice Banning, senior aviation accident investigator with the NTSB.

MR. PRICE: Thank you. The NTSB is an independent federal agency charged with determining the probable cause of transportation accidents and promoting transportation safety. The NTSB is not part of the DOT or the FAA. It has no regulatory enforcement powers.

Today, we'll be using a recording device, which will be sent out and transcribed, and that transcription will be made part of the public docket once the investigation is complete. The purpose of the investigation is safety, determine probable cause and prevent reoccurrence. Our role is not to assign fault, blame or liability. This interview is part of a fact-finding phase of the investigation. We're here to ask questions about your role in the company, company policies, procedures, familiarity with the pilots. We cannot, however, offer any guarantee of

1 confidentiality or immunity.

2 Each of the group members will have a chance to ask  
3 questions. Please answer all questions to the best of your  
4 recollection. If you don't understand anything, just ask. If you  
5 don't know any -- if you don't know something, just say "I don't  
6 know." If it's your opinion, say it's your opinion. And if you  
7 have a best guess, then just characterize it as a best guess. Try  
8 to avoid answering questions with head nods or uh-huhs because we  
9 are recording, so we can't record those things.

10 You're entitled to have one representative of your choosing.  
11 Is there anybody that you'd like to have with you today as a  
12 representative?

13 MR. NIEDRINGHAUS: No.

14 MS. PRICE: Do you have any questions before we get started?

15 MR. NIEDRINGHAUS: I think I'm good.

16 MS. PRICE: Okay, great. Thank you for taking the time to  
17 come in today and talk to us.

18 Okay. For the record, if you would say your name and spell  
19 it please?

20 MR. NIEDRINGHAUS: Yeah, my name is Luke Niedringhaus. First  
21 name Lima-Uniform-Kilo-Echo. Niedringhaus, November-India-Echo-  
22 Delta-Romeo-India-November-Golf-Hotel-Alpha-Uniform-Sierra.

23 MS. PRICE: Great, thank you.

24 So what we'll be doing is I'll be asking some background  
25 questions about your experience. Then we'll talk about the

1 accident pilot a little bit, and then general questions about  
2 operating at King Salmon base and Grant Aviation.

3 INTERVIEW OF LUKE NIEDRINGHAUS

4 BY MS. PRICE:

5 Q. So who are you employed with now?

6 A. Currently, I'm employed by Corvus Airlines.

7 Q. Okay, and when did you begin that employment?

8 A. Just a little over a week ago.

9 Q. Great. Congratulations. And prior to that, where did you  
10 work?

11 A. I worked at Grant Aviation.

12 Q. Can you give me the dates of employment for Grant Aviation?

13 A. Grant Aviation, it would be the 20th of April of 2016 through  
14 the -- let's see -- 28th of May 2017.

15 Q. And what was your position description during that time?

16 A. Cessna 207 captain.

17 Q. Can you give me a general idea of your aviation background,  
18 where you came from prior to Grant?

19 A. So I learned how to fly down in South Dakota, got my  
20 commercial multi-engine and my CFI ratings, and I taught full-time  
21 at South Dakota State University. And in the last few months,  
22 during my off time from Grant, I would serve as a check instructor  
23 when I was back at home, too.

24 Q. Okay, great. And while you were working for Grant, what base  
25 did you operate at?

1 A. I did my initial training in Bethel. I was there for about a  
2 week, and then I went to Dillingham. I was in Dillingham for  
3 about 2 months and 1 week, and then I was in King Salmon for the  
4 duration afterwards.

5 Q. Okay. So you were in King Salmon for, I don't know, 10  
6 months or so? Nine months, perhaps?

7 A. Yeah. Yeah, just coming up on a year.

8 Q. And during that period, how often were you on the schedule  
9 with Gabriele?

10 A. I was with Gabriele, I believe, one shift in Dillingham. And  
11 then I was with Gabriele -- I can't say for certain, but I believe  
12 3 months, possibly 4. I'm not sure.

13 Q. Okay. And how would you describe his personality?

14 A. Pretty easy to get along with.

15 MS. PRICE: I apologize, folks. I'm on call, so my -- I  
16 didn't silence my phone, but it's -- oh, it stopped.

17 BY MS. PRICE:

18 Q. Can you describe the living environment in King Salmon so we  
19 have an idea of where you guys lived, when you showed up to work,  
20 how you transported, what you did before and after work, things  
21 like that?

22 A. So we had a house that was about a 10-minute drive out from  
23 the airport. It was a house, and then there's an outbuilding that  
24 had additional rooms in it. Living environment, everybody had  
25 their own bedroom. There was a shared bathroom, shared kitchen,

1 shared living room. We had two vehicles for use. One is a  
2 company pickup; one is a company van. Depending on -- the  
3 mechanics would also stay at the house. So depending on when  
4 everybody had to show up to work, they would take different  
5 vehicles.

6 On a normal day, we would go in at 8 a.m. Usually during the  
7 summer and the fall and spring, we'd be 7 days a week. During the  
8 winter, it would just be 6 days a week. So we would generally  
9 have Sundays off unless there was extra mail to move.

10 Q. And did you socialize with Gabriele outside of the working  
11 hours at the house or otherwise?

12 A. Yeah. Yeah, we'd hang out at the house.

13 Q. What kind of things did he talk about in general? What were  
14 his interests in life, if you know?

15 A. He enjoyed traveling a lot. He enjoyed aviation, enjoyed  
16 talking about flying.

17 Q. Did he talk about the company?

18 A. A little bit.

19 Q. Do you know if he liked working for Grant?

20 A. He did. I know he had worked for Hageland prior, and he  
21 seemed to enjoy working at Grant, enjoyed flying the Caravan.

22 Q. Did he ever complain about the airplane, the equipment itself  
23 or maintenance of the airplane?

24 A. Not that I can recall. Yeah, not to my recollection.

25 Q. Do you know what time he went to bed in general, and then

1 what time he went to bed the evenings before the accident?

2 A. In general, I believe he went to bed around the same time I  
3 did; probably around 10:00.

4 Q. Okay. So on the evening of April 30th, same thing?

5 A. Yup. Yeah, nothing that I can think out of the ordinary. He  
6 would Skype his sister quite a bit back in Italy.

7 Q. Okay. So if you have an 8:00 show, what time did he usually  
8 wake up?

9 A. Usually we'd both be up around, I'd say -- I usually got up  
10 around 6:45 and he'd be up by 7.

11 Q. All right. And the morning of the accident, May 1st, the  
12 same thing? Was it the same time or different?

13 A. So I actually was able to jump seat out that night, so I  
14 didn't see him that morning. But I did see him the, on the  
15 evening of the 30th.

16 Q. So you left the evening of the 30th. You didn't see him the  
17 day of the 1st?

18 A. Correct.

19 Q. Okay. All right. When was the last conversation that you  
20 had with him?

21 A. Last conversation I had with him was at the hangar. I think  
22 it was around 4 p.m. I was getting ready to walk over to the  
23 PenAir terminal. And it was -- we were just discussing him  
24 working extra days and how long he was going to be staying.

25 Q. Did he talk about his -- any shoulder surgery issues? Did he

1 have any issues that were lingering from the surgery that you know  
2 of?

3 A. Didn't seem to. I know I talked to him before he had left  
4 for Italy about the time he was going to be taking off. And after  
5 he came back, he didn't seem to have any complaints.

6 Q. Okay. Does he drink alcohol at all?

7 A. Yeah. Not much, though. I think he'd make like a coffee  
8 with rum once or maybe two nights a week. And that was all I ever  
9 saw him drink. Or that, or maybe one or two beers a week.

10 Q. All right. Did he smoke?

11 A. No.

12 Q. Any over-the-counter meds that you might be aware of that  
13 he's taking?

14 A. Not that I saw.

15 Q. Any illegal drugs?

16 A. No.

17 Q. Did you ever see him take any illegal drugs? Did he have any  
18 health issues?

19 A. Other than the shoulder issue, not to my knowledge. Or  
20 glasses. That's about the only thing I can think of.

21 Q. And did he wear eyeglasses all the time?

22 A. Not all the time. I don't know if he wore contacts or not.

23 (Alarm interruption.)

24 MS. PRICE: That's our security system here. Hold on, folks.

25 RECORDING: Good evening. This is Glenn Grail (ph.) with

1 GSA. We're going to conduct several short bursts of the fire  
2 alarm system. Please disregard any of these alarms.

3 MR. NIEDRINGHAUS: Perfect.

4 MS. PRICE: Okay, so -- we're just going to take a break here  
5 for a minute while they test the alarms.

6 RECORDING: Good evening. This is Glenn Grail with GSA. We  
7 will be conducting several short tests of the fire alarm system.

8 MS. PRICE: This is --

9 RECORDING: Please disregard any of these alarms until  
10 further notice. Thank you.

11 MS. PRICE: Okay.

12 BY MS. PRICE:

13 Q. Did he exercise at all?

14 A. Not that I can remember, no.

15 Q. All right.

16 A. I don't know if he did on his off time or not. I never asked  
17 him about it.

18 Q. All right. I got to back up a little bit because I missed  
19 something. We talked about your background a bit, but not what  
20 your total flight time --

21 A. So right now, I'm exactly at 1475 hours.

22 Q. Twenty-five short, aren't you?

23 A. Yeah. But I get the 25 in the sim.

24 Q. Oh, good. Okay. And how about in the -- oh, you don't fly  
25 the Caravan.

1 A. 207, I had just north of 700 hours. I'm not sure of the  
2 exact number.

3 Q. All right.

4 A. And that's the amount of time I'm flying in Alaska as well.

5 Q. Did Gabriele have any friends in Anchorage that he spoke of?

6 A. I knew he hung out with people in Anchorage, and I knew he  
7 did stuff in his off time. I just didn't really know who.

8 Q. Do you know anything about what type of pilot he was? Did  
9 you ever hear anyone -- did you ever fly with him?

10 A. I did.

11 Q. Oh, okay.

12 A. I flew with him a little over a week before the accident in  
13 the same airplane.

14 Q. When you say same airplane, you mean the --

15 A. 310 (indiscernible).

16 Q. -- 310 -- okay.

17 A. Yeah.

18 Q. And why did you fly with him on that particular day?

19 A. To go pick up an aircraft from Dillingham.

20 Q. And on that flight, was there anything -- any mechanical  
21 issues with the airplane that you can recall?

22 A. Nothing that I can recall. Everything seemed to be  
23 functioning fine.

24 Q. How about the instruments? Instruments all working fine --

25 A. Um-hum.

1 Q. -- on the right side? Okay. What was the weather like on  
2 that flight?

3 A. It was clear.

4 Q. Okay, so on the day of the accident, you weren't there.

5 A. No. I was on my -- well, I was in Anchorage.

6 Q. Right. So that nixes a lot of my questions.

7 MS. PRICE: Okay. So that would be all the questions I have  
8 for background and Gabriele. I'm going to pass it off to everyone  
9 else to ask questions about that, and then we'll go back around to  
10 general operating questions for King Salmon.

11 Do you have anything, Brice?

12 MR. BANNING: I don't have any questions, thank you.

13 MS. PRICE: Ryan?

14 MR. BRINKMAN: Noreen, I've got no questions either. Thanks.

15 MS. PRICE: Okay. Austin?

16 MR. ENGBRETSON: Yeah, Luke, just one, just one question.

17 BY MR. ENGBRETSON:

18 Q. When you guys would talk in the evenings or during the day,  
19 did you guys ever talk about or did he ever talk about flying down  
20 to the Chigs and Perryville?

21 A. He did. He talked about it about as much as any other pilot  
22 who had come through there did. I can't say anybody enjoyed  
23 flying down to the Chigs or Perryville. It was kind of a  
24 universal complaint.

25 Q. Yeah.

1 A. Partially with the flying, partially with dealing with the  
2 people down there. It seemed like down there, consistently,  
3 people would get the most irritated if somebody didn't come or if  
4 somebody turned around. And it seemed to be they would get the  
5 most inaccurate weather reports from down there, too.

6 Q. Yeah. Did he ever express any, I guess, apprehension about  
7 it other than those things that he -- or I guess what I'm -- did  
8 he have, like, a respect for it? Did he -- when he talked about  
9 it, did he kind of imply that, hey, this is a different  
10 environment that you're used to flying in and -- was there any  
11 discussions ever like that?

12 A. Yeah, he did. He was, he was cautious of it.

13 Q. Okay.

14 MR. ENGBRETSON: Okay. Thank you, Luke.

15 MR. NIEDRINGHAUS: Yeah.

16 MS. PRICE: All right, thanks.

17 BY MS. PRICE:

18 Q. So in your experiences out of King Salmon, did you ever fly  
19 down to, as part of your routes, to Port Heiden, Perryville, Sand  
20 Point or Cold Bay? Were they in your --

21 A. I went to Port Heiden every once in a while, and we would do  
22 bypass runs in the 207. It would be pretty infrequent. And then  
23 I've ridden along to Perryville, but I've never actually flown to  
24 Perryville.

25 Q. What are your company VFR weather minimums?

1 A. It would be 1,000 and 1 or 500 and 2. So 1,000 feet, 1 mile  
2 visibility; 500 feet, 2 miles visibility. I believe they were  
3 changed slightly right as -- about the time I was leaving, as far  
4 as special VFR departures. I can't remember exactly what those  
5 are, though.

6 Q. Okay. Can you just walk me through a typical day in King  
7 Salmon and the dispatch process from the moment you walk in the  
8 door to the time that you take off? What does that look like  
9 between you and the dispatch agent and all of the things that you  
10 do?

11 A. So first thing is I'll leave the house right at 8:00; get to  
12 the airport maybe 10 minutes later; go in the hangar door; drop my  
13 stuff off at the airplane, like my flight bag. Go inside; say hi  
14 to everybody in the morning; take a look at the weather cams, kind  
15 of see what my projected route is going to be. Go back in the  
16 hangar, pre-flight the aircraft, arrange seats, fill up my flight  
17 can.

18 Then generally, I would pull the aircraft out, once both  
19 aircraft were pre-flighted, go out and do the engine run-ups, warm  
20 the engine up. Then park them, chock them, go back inside and  
21 then start to discuss more of the details of what was going on for  
22 the day. There is a board that would be next to the door of the  
23 office that would have a tentative plan for the day, so routes,  
24 passengers to be picked up and dropped off, et cetera.

25 Relationship with the dispatcher -- well, we don't really

1 have a dispatcher. The station manager does that, so they'll  
2 dispatch flights and follow them. Both Chris and Shara did a  
3 pretty good job of it. I never felt pressure from either of them  
4 to go if the weather was low.

5 Q. Okay. So when it's time to actually go or no-go --

6 (Alarm interruption.)

7 MS. PRICE: I apologize yet again.

8 MR. NIEDRINGHAUS: I think it works.

9 MS. PRICE: We won't be doing this after our working hours  
10 ever again.

11 BY MS. PRICE:

12 Q. Okay. So discussions regarding -- well, we'll talk about the  
13 risk assessment. How was that conducted?

14 A. So the risk assessment's just like the sheet that's right  
15 there. They would go through, and we had different categories  
16 based on runway conditions, weather conditions, you know, pilot  
17 wellbeing. A certain number of risk factors: green, yellow and  
18 red. If you had a certain number of yellows, if you were on  
19 restrictions, you couldn't go. And then if you had any one of  
20 them was in the red, then it was considered a no-go. And you  
21 would do one from any company base we're dispatching from. So if  
22 we were doing the Dillingham flight, then you would do one when  
23 you left Dillingham as well.

24 Q. So what did you use to rate the weather?

25 A. So based off the weather -- again, I can't remember the exact

1 scale anymore for it, but there would be certain weather minimums.  
2 If the ceiling visibility was below a certain -- I guess I could  
3 just look at this one. Or just the top sheet here.

4 Q. Oh, yeah. Okay.

5 A. So your landing area, physical/emotional state, restrictions,  
6 velocity, crosswind, all that stuff. You had certain tiers where,  
7 if the crosswind or visibility got lower or wind got higher, you  
8 would bump it up, so --

9 Q. Okay, and where is that guidance written? Like how do you  
10 know what the --

11 A. It was a, there was a laminated -- or kind of like a poster  
12 that was posted next to them in the office. So now all your  
13 categories are spelled out for you.

14 Q. And where would you get your weather information from?

15 A. So anyplace that had weather reporting. We would look at the  
16 ASOS on the FAA weather cam site. And a lot of times, we'd call  
17 the ASOS as well. If there wasn't any weather available, you  
18 could call the village agent and get a report from them.

19 Q. And how was the weather reporting from the village agents in  
20 your experience?

21 A. It really depended on who was calling in. Some of the agents  
22 who'd been doing it a long time could be good. If they had a sub,  
23 it could be pretty much worthless because they didn't know what  
24 they were looking at.

25 Q. But when you talked to them, you would know. You know who

1 the ones that know how to look at the weather and the ones that  
2 don't.

3 A. Yup.

4 Q. So for pilot purposes --

5 A. At least the villages I went to. I only had two villages I  
6 went to without weather reporting: Levelock and Ugashik.

7 Q. Okay. So the dispatch agent, also the station manager --  
8 we'll just use dispatch agent because we're talking about dispatch  
9 agent. I know there's only one person there, but they would also  
10 provide you with weather; is that true?

11 A. Correct.

12 Q. Up on a board, or how is it --

13 A. They would -- on that sheet back there, they'd write stuff  
14 out.

15 Q. Okay. So on a paper sheet, they would put the weather.

16 A. Yup.

17 Q. And this -- we're looking at the risk assessment sheet right  
18 now, folks -- would list the current observations.

19 A. Yup.

20 Q. Okay. But was there any forecasting information given to you  
21 regarding area forecast or what to expect throughout the day, or  
22 was it just the current observations?

23 A. Current observations, and we would be monitoring trends  
24 throughout the day. So generally, if we had a free moment when we  
25 were in the office, we'd just kind of check the cams and see

1 what's going on where. And then on our own we would check, you  
2 know, trends, area forecasts, where pressure systems were at.

3 Q. Did the dispatch agent ever contact you throughout the day to  
4 give you updates or talk about the weather?

5 A. Yeah. If they noticed a trend was changing, where we were  
6 going or on our return, they'd give us a call over the company  
7 frequency and tell us.

8 Q. Okay. Was there ever a time where the dispatch agent and you  
9 disagreed on whether you should or should not depart?

10 A. Yeah, but they never -- they didn't argue with me over it.  
11 So they had signed me off to go and I said no, and that was the  
12 end of it. And it happened a few times, but it never -- nothing  
13 ever comes of it. It was simply just a no-go.

14 Q. Do you remember, in those particular incidences, why you  
15 chose not to go?

16 (Alarm interruption.)

17 MS. PRICE: That's a test again.

18 MR. NIEDRINGHAUS: So for that instance, I think it was due  
19 to -- and this wasn't a King Salmon dispatch agent. This was the  
20 person who was over in Dillingham that wanted me to go. It was  
21 nighttime, relatively low ceilings, and I was concerned about  
22 running into icing. And they thought I should come and I didn't  
23 agree with it, so --

24 BY MS. PRICE:

25 Q. Okay. And in that particular incident, did you have any

1   repercussions from management or anybody regarding that decision?

2   A.   No.  I actually called John Eichler about it and talked to  
3   him about it, and no further action.

4   Q.   All right.  If on a day in King Salmon you had four yellows,  
5   what -- do you remember what your procedures were?

6   A.   Four.  I dumped all the information last week, but -- not a  
7   hundred percent sure, but I believe we needed to get approval from  
8   somebody to go.

9   Q.   And did you have a safety -- was there a safety position at  
10   King Salmon?

11   A.   Not at King Salmon, no.  Not that I'm aware of.

12   Q.   Okay.  In your experience flying out of King Salmon, did you  
13   ever encounter IMC conditions?

14   A.   I did experience sometimes where the weather came down  
15   rapidly and I had to fly very low, but I was never completely in  
16   the soup.  And it was all unforecasted.

17   Q.   So did you ever -- you never had to rely on your inadvertent  
18   IMC procedures --

19   A.   Correct.

20   Q.   -- that you're taught in training?

21       How about the CFIT program?  Does Grant participate in a CFIT  
22   program from Medallion?

23   A.   Yes, they do.  During our new hire training and then during  
24   our recurrent, we used a Medallion sim and did inadvertent IMC  
25   procedures.

1 Q. And do you feel like the simulator was worthwhile, the  
2 scenarios that they used and --

3 A. It just kind of gives you an idea of what it's like if you  
4 completely lose A visibility. I thought it was helpful.

5 MS. PRICE: That's all the questions I have right now for  
6 Luke. I'm going to pass it over to you guys, starting with Brice.

7 MR. BANNING: Hi, Luke. I want to first say thank you for  
8 taking the time to visit with us. We sure appreciate it.

9 MR. NIEDRINGHAUS: Yup.

10 BY MR. BANNING:

11 Q. And I wondered if you -- you mentioned that Gabriele had  
12 voiced some concerns, no more than any others, about flying down  
13 in that neck of the woods. Could you elaborate? I might not have  
14 caught all that you said, so you may be repeating, but would you  
15 mind elaborating a little bit on that?

16 A. Yeah. So I didn't encounter one Caravan pilot based there  
17 who enjoyed flying down to the Chigs. A lot of the complaints had  
18 to do with turbulence, how quickly the weather changes down there,  
19 inaccurate weather reports or -- not necessarily forecasts, but  
20 reporting. And then also, the attitudes of the villagers were --  
21 some of their passengers when they would either turn around or not  
22 go, et cetera.

23 I know encountering pretty severe turbulence would be a  
24 regular occurrence even on a clear day, and oftentimes it could be  
25 -- the winds could be blowing 10 knots in one of the Chignik

1 villages. And I talked to a pilot and they could report having --  
2 being knocked against their seatbelt multiple times.

3 Q. Do you know if the -- you talked about inaccurate weather  
4 forecasts down in that neck of the woods. Was it just due to the  
5 changing weather, or are you talking more along the line of  
6 inaccurate reports from on the ground, village agents and things  
7 of that nature?

8 A. Mainly due to it changing quickly, but I do recall -- I can't  
9 exactly recall when it happened, but I do recall pilots getting  
10 down there and claiming that the observation that the village  
11 agent gave them were inaccurate. I don't remember which village  
12 it was, though.

13 Q. Okay. Thanks. I sure -- I appreciate that.

14 A. Yup.

15 Q. And you talked a little bit about the CFIT program. Can you  
16 tell me what the -- if you recall; I know you're probably in  
17 training right now, so new procedures and processes, but if you  
18 recall, can you tell me what the inadvertent IMC encounter was  
19 with Grant, what the procedure was?

20 A. So the scenario they set us up with, we would take off from  
21 Bethel. And it was a situation where you were coming from the  
22 west of the airport, I believe, and you encountered inadvertent  
23 IMC and then had to make it into one of the runways at Bethel to  
24 land. And to my knowledge, that's the best of what I remember  
25 from it.

1 MR. BANNING: Okay. I sure appreciate that. I think that's  
2 all the questions I have, Noreen. Thank you. Thank you, Luke.

3 MR. NIEDRINGHAUS: Yup.

4 MS. PRICE: Okay, thanks. Ryan?

5 MR. BRINKMAN: I've got no further questions. Thanks again,  
6 Luke.

7 (Alarm interruption.)

8 MS. PRICE: Unbelievable. I'm so sorry. A test again, of  
9 the alarm systems. I apologize.

10 MR. NIEDRINGHAUS: Think we're good.

11 MS. PRICE: All right. All right, Austin, do you have  
12 anything for Luke?

13 MR. ENGBRETSON: I think I'm good. Thanks, Luke.

14 MR. NIEDRINGHAUS: All right.

15 MS. PRICE: I have a couple more, and then, and then we're --  
16 we should be done.

17 BY MS. PRICE:

18 Q. Have you ever seen any FAA inspectors at King Salmon, either  
19 POI, PMI or --

20 A. Twice. And they were actually within my last 3 months at the  
21 company. I believe it was March. We had -- our avionics POI came  
22 out and did ramp inspections and hangar inspections. And then my  
23 -- last week there, we had an FAA inspector come out, and she was  
24 doing line checks.

25 Q. Okay. How about the chief pilot?

1 A. So when Ulla was chief pilot, I didn't see her out there.  
2 Matthew Baumgartner was out there, I believe, for the first week  
3 of my last shift. So in May.

4 Q. And what was the name, the previous chief pilot that --

5 A. Ulla.

6 Q. Ulla.

7 A. Yup.

8 Q. How about the DO?

9 A. Director of operations? I never saw him out there at all.

10 Q. Did you like working for Grant Aviation?

11 A. I did.

12 Q. Good. How would you describe the safety culture there?

13 A. I would say it was better compared to --

14 (Alarm interruption.)

15 MS. PRICE: Again. Sorry. Temporary delay due to alarm.

16 MR. NIEDRINGHAUS: So back to the safety culture at Grant. I  
17 thought it was adequate, especially compared to some of the  
18 smaller local operators that you would see flying around Bristol  
19 Bay. I would carry a Stratus unit with me in the airplane that  
20 fed to my iPad for situational awareness so I would have ADS-B  
21 Out. And sometimes when I'd be flying along, you could see  
22 targets flying low in areas where you knew the weather was way  
23 below legal minimums. But I never got any friction from a no-go  
24 call when it came to stuff like that. I think the company did a  
25 good job from the top down at telling people that, if you feel

1 uncomfortable with the flight, not to go.

2 BY MS. PRICE:

3 Q. After the accident, did anything change procedures-wise or --

4 A. Procedures-wise, it seemed to stay pretty similar. I didn't  
5 really notice.

6 Q. So dispatch and routing and all were still the same out of  
7 King Salmon? No changes that you were aware of?

8 A. Correct.

9 Q. Okay. Do you have any ideas about what may have happened to  
10 the accident flight?

11 A. My best guess would be it was probably continuing past the  
12 point where he couldn't turn around. Obviously, CFIT, but I think  
13 he was probably hugging one side of a canyon and hit a ridge or  
14 something along those lines. But my guess would be -- is it just  
15 deteriorated faster than he thought it would and wasn't able to  
16 get out.

17 Q. Yeah. Is there anyone else you think we should talk to in  
18 regards to the investigation, other than the major 119 positions?  
19 Another pilot that might have more insight into flying around the  
20 Chigs or something along those lines?

21 A. I guess -- yeah. I've got two names for you who've flown  
22 down there. Sean Rice (ph.); he's a Grant mechanic over in Kenai.  
23 And then Nick Akimoff.

24 Q. Great. Thank you. Do you have anything else you want to  
25 share with us that we maybe didn't ask?

1 A. Nothing really off the top of my head. I think I'm good.

2 MS. PRICE: Again, thank you very much for coming in today,  
3 and we're sorry we have to talk about these things over such a  
4 tragedy, but, you know, our goal is to prevent these sort of  
5 things in the future. And we understand that it's very hard to  
6 lose somebody at a base that you worked at, so we're sorry, but we  
7 really do appreciate the information that you gave us today.

8 MR. NIEDRINGHAUS: Sure.

9 MS. PRICE: I'm sure it'll help, so --

10 Does anyone else have anything for Luke?

11 MR. ENGBRETSON: I don't think so. Thank you, Luke.

12 MR. NIEDRINGHAUS: Yup.

13 MR. BRINKMAN: I've got nothing else. Thanks for coming in,  
14 Luke.

15 MR. NIEDRINGHAUS: Absolutely.

16 MR. BANNING: Yeah, thanks, Luke. I'm good.

17 MR. NIEDRINGHAUS: All right.

18 MS. PRICE: Okay, that concludes the interview. Thank you  
19 very much. Thank you, guys. I appreciate your time, particularly  
20 after hours and while working in Dillingham. Have a good night.

21 MR. BANNING: Yeah. Thanks, Noreen.

22 MR. ENGBRETSON: Thanks. Thank you. Good-bye.

23 MS. PRICE: Bye-bye.

24 (Whereupon, the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

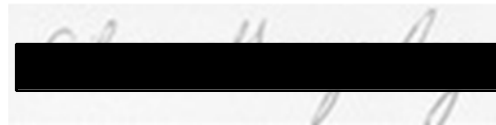
IN THE MATTER OF:            GRANT AVIATION FLIGHT 341 ACCIDENT  
                                     NEAR CHIGNIK LAKE, ALASKA  
                                     MAY 1, 2017  
                                     Interview of Luke Niedringhaus

ACCIDENT NUMBER:            ANC17FA021

PLACE:                         Anchorage, AK

DATE:                          June 14, 2017

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

A rectangular area containing a handwritten signature in dark ink, which appears to be "Eileen Gonzalez". The signature is written over a light-colored background.

---

Eileen Gonzalez  
Transcriber