

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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BERING AIR, INC. AIRPLANE ACCIDENT *

AT ANCHORAGE, ALASKA * Accident No.: ANC18LA005

OCTOBER 21, 2017 *

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Interview of: JACK MATTINGLEY

Pilot, Bering Air, Inc.

Via Telephone

Tuesday,

November 7, 2017

APPEARANCES:

MICHAEL J. HODGES, Aviation Accident Investigator
National Transportation Safety Board

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I N T E R V I E W

(1:05 p.m.)

MR. HODGES: All right. Today is the ANC18LA005 pilot interview. Today is Tuesday, November 7, 2017. It is 1305 local time. This interview is being conducted telephonically. I'm Mike Hodges with the National Transportation Safety Board located in Anchorage, Alaska. I'll be interviewing Mr. Jack Mattingley who is a pilot for Bering Air, located in Nome, Alaska.

Jack, do you have any objections to recording this interview?

MR. MATTINGLEY: No.

MR. HODGES: Okay.

INTERVIEW OF JACK MATTINGLEY

BY MR. HODGES:

Q. All right. My first set of questions is just basically going over the sleep and wake activities that occurred, you know, on the day of the accident and prior to the day of the accident going back 72 hours. So the accident occurred on Saturday, October 21st, and then going back 72 hours would be Friday, October 20th, and then Thursday, October 19th.

So, going back on Thursday, the 19th, roughly what time did you wake up on Thursday, the 19th?

A. Let's see here. I'm reading this little paragraph, that I went on duty at 7:35 p.m. and was off duty at 9:25 a.m. I went to sleep October 19, 2017, at 10 a.m. and I woke up at 2 p.m.

Q. Okay.

1 A. I took a nap from, I took a nap from 5 p.m. to 6 p.m., and I
2 got called for a trip to go to Anchorage on a medevac. I departed
3 Nome at 2:55 a.m. and arrived in Anchorage at 4:50 a.m.

4 I departed Anchorage at 7:20 a.m. and arrived in Nome at 9:20
5 a.m. on October 20th, and I went to sleep at 10 a.m. Then on
6 October 20th, I went on duty at 6:30 p.m. and off duty at
7 7:30 a.m. The weather was below minimums and I was put on the
8 weather hold. I waited for 3 hours hoping the weather would
9 improve. I called Dave Olson, our director of operations, and
10 asked if I could go home and get some rest. And, of course, he
11 approved that. It was 9:30 when I got home. I went to sleep at
12 around 9:40 and I woke up to the phone ringing at 1:13 a.m., and
13 it was night dispatch reporting the weather was good. And I went
14 back to the airport and I departed Nome at 3:20 a.m.

15 Q. Okay.

16 A. Let's see.

17 Q. And --

18 A. Okay.

19 Q. I'm sorry, go ahead.

20 A. It was the 20th -- okay. And that's pretty much what I have
21 on that. And I can read from my, page 1 here, if you want to --
22 this is not so much about rest but I think that, I think I've got
23 that covered there.

24 Q. Okay.

25 A. I departed Nome at 3:20, so that was on October 20. And I

1 arrived in Anchorage at about 5:30 a.m., and that's where the
2 accident occurred.

3 Q. Okay. You departed Nome about 3:20 in the morning on the
4 21st and then arrived at Anchorage about 5:30 or so that morning
5 on the 21st also?

6 A. Actually it was October 20th, I went on duty at 6:30 p.m.

7 Q. Okay.

8 A. And I was off duty at 7:30 a.m.

9 Q. Okay.

10 A. And I probably could have, should have put that on the end of
11 that paragraph, but that's what it is, so --

12 Q. Okay.

13 A. The 7:30 a.m., that was the time, yeah, I -- let's see here,
14 Clint Johnson is the guy showed up, and our POI, Tom Johnson, that
15 showed up. And I spoke with them, spoke with the airport manager,
16 and I think about 7:30 I finished and I contacted, you know,
17 Bering Air about what was going on.

18 Q. Okay. And then, the 72 hours, you know, prior to the
19 accident, how would you rate your overall quality of sleep during
20 that 72-hour period?

21 A. Well, so that would be the 19th. I have this going back to
22 the 15th on my sleep and everything. But my quality of sleep on
23 the 19th wasn't real bad, but it was a long day, but -- I had went
24 on duty at 7:35. I went to sleep at 10 a.m. and woke at 2 p.m.
25 Then I took a nap from 5 p.m. to 6 p.m. Now on this 10 a.m. to

1 2 p.m., I would say that was good quality sleep.

2 Q. Okay.

3 A. So wasn't a whole lot of it. And then, you know, in the
4 middle of the day I went from -- I took a nap from 5 to 6 p.m.,
5 and that really wasn't all that good a rest in the middle of the
6 day like that, and I kind of felt it. But --

7 Q. Okay.

8 A. So the rest that I got when I left and got home, at 9:30 p.m.
9 to 1:13 p.m., that was -- I was really sleeping a real deep sleep.
10 I woke up and, you know, I was -- it took me a little, you know, 5
11 or 10 minutes to start to come out of it; usually I head out the
12 door and it's the cool air and everything. You know, I felt real
13 good flying the airplane from Nome to Anchorage. Just the fatigue
14 started to set in when I was coming in the outer ring of the Class
15 C airspace into Anchorage.

16 And then, and I know -- I don't recall any mistake or error
17 until I got in that Anchorage approach, the approach area, so --
18 and I got declined for a visual approach at the airport site. But
19 I got -- I don't know if the guy was new; he was giving me radar
20 vectors, and it appeared to be -- brought me in right over the
21 final approach sticks and it just -- I got real busy, you know,
22 setting the approach up and all that and was a little bit behind
23 at that point. Yeah, and that's about all I can say.

24 Q. Okay.

25 A. I hope that -- I hope I'm not saying too much.

1 Q. Oh, no worries. You're fine, you're fine.

2 And then the 72 hours prior to the accident, you know,
3 outside of doing your work duties, what personal activities were
4 you doing that time frame?

5 A. We're -- they'd be able to define -- they have a schedule for
6 night medevac, and that's what I was on. And it's from 4 in the
7 afternoon till 4 a.m. in the morning. So that's kind of where
8 they try to put us in, but sometimes you don't really know.
9 They'll drop that and they'll just revert back to an 8/24
10 schedule. And that's certainly what happened here.

11 You know, if that -- if the duty schedule they have in print
12 that they're trying to focus on, if it was mandatory to stay on
13 that, I wouldn't even done the trip because I would have -- I
14 wouldn't have been able to get to Anchorage, you know, before
15 4:00.

16 Q. Yeah.

17 A. And I come winging in there at 5:30.

18 Q. Yeah.

19 A. And I'd say the afternoon rest and the evening rest from
20 about 9:30 till when I got called out at 1:13 in the morning,
21 that's when I went back to the airport, and -- yeah, actually, I
22 went on duty at 6:30 and off at 7:30. The weather was below
23 minimums. I waited the 3 hours hoping the weather would improve,
24 and got permission to go and catch a nap before getting called
25 while the weather was bad. So that was kind of a short rest.

1 That was the toughest one, but I did get a good 3 hours of sleep
2 time from about 9:30 to -- 10:30, 11:30, 12:30 -- I had about 4
3 hours, I believe, of sleep before reporting at, for duty at the
4 airport.

5 Q. Okay.

6 A. And that was the one where I was like in a real deep sleep
7 and I came out of it and then that -- that's really all I have on
8 that.

9 Q. Okay. Okay.

10 A. Regulations, but, you know, and -- anyway. Any other
11 questions?

12 Q. Yeah. So during that 72 hours prior to the accident, outside
13 of work, what were your activities? Were you just kind of hanging
14 out and doing stuff around the house or --

15 A. Yeah.

16 Q. -- going out hunting or fishing, or what were your activities
17 outside of work during that time frame?

18 A. I did take a -- in between those sleep times, I took my dog
19 out and walked him for a half an hour.

20 Q. Okay. Okay.

21 A. Pretty much on most of those days, that's what I did. And --

22 Q. And then when you're waiting for a medevac flight to come in
23 or you're on a weather hold, you're just kind of hanging out there
24 in the headquarters building, just kind of --

25 A. No.

1 Q. -- you know, working on stuff or --

2 A. No. And when we're on medevac duty, we're on the hook to get
3 called from 4 in the afternoon through -- up to 4 in the morning.
4 That's -- we're on call on those times, so we're -- yeah, we,
5 we've had -- I understand we can shut our phone off in the middle
6 of those times.

7 Q. Okay.

8 A. So between 4 a.m. and 4 in the afternoon, we're not allowed
9 to fly, although we would fly if there's enough rest behind us in
10 the 8/24 schedule.

11 Q. Okay.

12 A. We could fly, but -- if we had the time in and -- but we're
13 not under obligation for that, because we have a -- they call them
14 morning guys, that picks it up 4 in the morning to the 4 in the
15 afternoon. So that's kind of how that fits together.

16 Q. Okay. And then when you're on call, what's your response
17 time back to the airport? How long do you have to get back at the
18 airport?

19 A. Five minutes.

20 Q. Five minutes? Okay. Okay.

21 A. Yeah, I live pretty close. I can walk it in 15 minutes,
22 so --

23 Q. Okay. And then you were saying before that, if you want you
24 can reach out to the director of operations and request to go home
25 for a nap and stuff, if you're on a weather hold, for example, you

1 guys have that ability to do that?

2 A. Yeah. That comes in -- it usually plays, goes into play on
3 the, what they call the morning guy, starts at 4:00 or later. And
4 he's off at -- well, by 4 p.m. That's, you know, the way -- how
5 that works.

6 Q. Okay. Okay.

7 A. But if there's a weather hold or something like -- I went
8 down there and they called me, but the first call, it came around,
9 I don't know, 8:00 or so, and I got down there about -- let me
10 see. Actually we're talking about October 20. Yeah, I got down
11 there at about 6:30. So I guess it was about 6:00 when they
12 called. So 6:30, and I didn't get any weather from the dispatcher
13 at home, but I did when I got there, and I learned that I was on
14 weather hold. And so I hung around there. Probably should have
15 left, but it looked like the weather was going to clear up.
16 That's what I was understanding.

17 Q. Okay.

18 A. They were thinking about 4:00, that I could be able to leave
19 by then, so --

20 Q. Okay. And then did you drink caffeine at all during that
21 72-hour period?

22 A. Actually, yes, and I drank -- I usually have a cup of coffee,
23 a little bit more, like 16 ounces. I usually start drinking that
24 about an hour before descent, mainly because, you know, you don't
25 want to get in a situation where you have to go to the bathroom

1 or --

2 Q. Yeah.

3 A. -- physiologically it just is -- you know, we have a urinal
4 in the thing in the plane, too; we've got that, but it --

5 Q. Okay.

6 A. But anyway, and I know that I took a coffee at that point.
7 Maybe I should have had it earlier.

8 Q. Okay. And then during that 72-hour period, you drink water a
9 lot or no?

10 A. You know, and I was going to mention that, too. I probably
11 didn't have enough water in my system, and that. That's kind of
12 probably a mitigating factor in it as well.

13 Q. Okay. Okay.

14 A. I know that when I did the call that -- when I landed it gear
15 up, my mouth just went completely dry. I didn't notice it prior
16 to that, but my mouth just went, just dry.

17 Q. Okay. And in that 72-hour period prior did you take any sort
18 of medication or any other substances, either prescription or
19 nonprescription?

20 A. No.

21 Q. Okay. All right.

22 A. I'm considering though -- here, just one second.

23 Q. Sure.

24 A. Okay. I was just looking at this fatigue article that I got,
25 a study that's on Wikipedia and -- it says that, it says here, if

1 you want me to read this, "Although pilots are often given
2 layovers with ample time to rest, the environment itself does not
3 -- is not, be favorable to achieve full recovery. The temperature
4 may be too warm, the place noisy or the time zones changes may not
5 facilitate biological sleep. As a result, the use of over-the-
6 counter drugs maybe effective." And he's talking about this thing
7 called Zolpidem; it's Z-O-L-P-I-D-E-M. It's a well-tested
8 pharmaceutical compound with a half-life of 2½ hours and the drug
9 is fully metabolized within 10 hours. So you want to take it
10 before going to sleep.

11 "It can be used to initiate sleep to help with a good rest.
12 It must not be combined with any cockpit naps. The drug also has
13 no side effects, improving sleep quality without causing insomnia
14 or any kind of detrimental effect on the next day alertness. As
15 pilots know, they must not have any amount of a drug present in
16 their systems at the time they begin duty."

17 Q. Okay. But you said you didn't use that, though, correct?
18 You didn't use any sort of medication or substances prior to
19 the --

20 A. I haven't used any medication at all.

21 Q. Okay. Okay. No worries. And then you said, in the 72-hour
22 period prior, your sleep location was your home residence,
23 correct, there in Nome?

24 A. Yeah. Let me see here. I do believe in 72 hours -- went on
25 duty at 7:35. Departed Nome at 2:55 on Thursday the 19th. No, it

1 actually would have been -- I started my duty on October 19th, but
2 I departed at 2:55 a.m. on the 20th. And I went to sleep at
3 10 a.m. And then the next day, or that's all on the same day, I
4 went on duty at 6:30 p.m. And again, just for review, I waited
5 for 3 hours, I got about 4 hours of rest before -- when I left
6 from 9:30 to 1:13 in the morning, when I got woke up.

7 Q. Okay. And then when you were sleeping at your home residence
8 during that 72-hour period, did you ever have any difficulties
9 falling asleep at all?

10 A. I really don't have any real problem falling asleep.

11 Q. Okay. Okay. And then, during those 72 hours prior, did you
12 awaken at all during the middle of the night, anything disrupt
13 your sleep like, you know, dogs barking, kids making noises, any
14 light sources that bother you, any disruptions at all in your
15 sleep period during those 72 hours?

16 A. Yeah. I might have heard my dog. Yeah, I might have heard
17 my dog bark and I might have -- and I got up and went out and
18 brought him in the house and then I just went back to sleep. So I
19 did get interrupted. I do occasionally get an interruption. I
20 sleep with some headphones on and I listen to some music and
21 things like that.

22 Q. Okay.

23 A. And I -- and if it -- if I don't fall asleep in about 5
24 minutes, I've got these audiobooks that just put me out. Some of
25 them are just lectures, college lectures and things like, that you

1 just fall asleep.

2 Q. Okay. No worries. No worries. Okay. And then have you
3 ever spoken to your medical provider about your sleeping patterns
4 and habits at all? Have you ever had discussions with your doctor
5 about your sleep habits?

6 A. No, but I've had a questionnaire on that.

7 Q. Okay.

8 A. It's at my FAA medical, which they don't state it -- they
9 don't do it all the time. It just comes up once in a while and I
10 just fill that out. It's a little form of questions that they
11 give you.

12 Q. Okay.

13 A. Can I make a comment on overall just observation of this
14 14-hour duty period?

15 Q. Sure. Sure.

16 A. I'm at a loss for this, actually, and I'm a single pilot, not
17 trying to really make any excuses or anything, but what a lot of
18 people don't realize is that rule allows the company to put me out
19 there and do, you know, 13 to 14-hour duty days, and they can do
20 that to me every day for 2½ months legally.

21 Q. Okay. Wow.

22 A. I mean, when I was flying for Gemini, you know, I used to fly
23 MD-11 for them till they went out of business. We always had 1 in
24 7, meaning that we had to have 1 day within 7 days of a 25-hour
25 break -- 24-hour break. You had to get that day, had to get that

1 day. There was none of this just running you and running you and
2 running you, up and down, night, day and everything gets swapped
3 around, and this is what it is. But, you know, we had a bunk in
4 the airplane, so if somebody started to feel fatigued, they got
5 get in the bunk, you know, so -- and they did a long haul, long
6 haul flight.

7 Q. Okay.

8 A. So I think that always seemed very extreme to me. Now the
9 company may not do that, but we usually get some days off, and of
10 course this last month I had a lot of days off because I went on
11 vacation, and this occurred 6 days after my vacation.

12 Q. Okay. And then do you have any sleep disorders, diagnosed or
13 undiagnosed, that make it difficult to fall asleep or stay asleep,
14 such as like sleep apnea, insomnia, snoring, restless leg
15 syndrome, anything of that nature?

16 A. My wife says I occasionally snore but it -- she wouldn't say
17 it was a real loud snore, and it wouldn't -- and it wasn't a snore
18 that was like I stopped breathing, you know, and abruptly break it
19 up, so --

20 Q. Okay. Do you have any sort of health issues or other issues
21 affecting your sleep such as like chronic, you know, back pain or
22 any, you know, bladder issues causing you to use the bathroom a
23 lot, anything of that nature?

24 A. No. I typically, you know, sleep 8 hours and I don't
25 normally get up in the middle of the night. Occasionally that

1 happens. It's mostly is if I get up to see what's going on in the
2 yard with the dog barking or something like that. And I'll go to
3 the bathroom then when I get up, but I don't have to get up.

4 Q. Okay. Okay. And then how many hours of sleep would you say
5 you need a night to feel wide awake and alert throughout your duty
6 day, would you say?

7 A. I would say, I don't know, 7 to 8 hours.

8 Q. Okay. Okay. And then, are you guys -- are the pilots there
9 at Bering Air, are you guys required to use like a formal flight
10 risk assessment tool before each flight?

11 A. A what?

12 Q. Like a formalized flight risk assessment tool, are you guys
13 required to use those before each flight at Bering Air?

14 A. No, we're not.

15 Q. Okay. Okay. And then since you've been at Bering Air, have
16 you received any training there on fatigue management, circadian
17 rhythms or sleep disorders? Have they provide any sort of
18 training on that stuff to you as a pilot?

19 A. Not that I can recall.

20 Q. Okay.

21 A. I think it's addressed in our operation manual, yes.

22 Q. Okay. Okay. And then does Bering Air have a formal fatigue
23 policy or fatigue countermeasures program in place there?

24 A. I don't think they do.

25 Q. Okay. Okay. Now with your -- you said your home residence

1 is about 5 minutes away from Bering Air headquarters there in
2 Nome, correct?

3 A. Um-hum, correct.

4 Q. Okay. And you said you can just either walk or drive to
5 work, it's a very short distance?

6 A. I typically drive. Summertime when I'm doing schedules,
7 typically they have me on the last -- they were having me fly on
8 the last path of the month as night medevac, and then they -- then
9 you do, you know, the first half of the month doing schedules or
10 M charters and things like that.

11 Q. Okay.

12 A. And in the summertime, you know -- a lot of times, you know
13 the night before what you're going to be doing the next day. So,
14 you know, I walked, walk to work in the summertime and that sort
15 of thing.

16 Q. Okay.

17 A. When it's -- actually when there's light. I should just
18 define summertime, at least. But if it's light outside, I'd
19 rather walk out there. But I'm not going to probably walk out
20 there when it's dark.

21 Q. Okay. But like you said, it's -- normally it's about a 5-
22 minute drive, though, from your house to Bering Air then?

23 A. Yeah.

24 Q. Okay.

25 A. And when they call me, yeah, it takes 5 minutes to drive out

1 there.

2 Q. Okay. Have you --

3 A. And so --

4 Q. I'm sorry. Go ahead.

5 A. So on these duties times and all this stuff, even though my
6 duty might start at 4 in the afternoon, if I take a nap, I can
7 sleep through that if they don't have a medevac already lined up.

8 Q. Okay. All right.

9 A. So that's one of the things that I've been thinking about a
10 lot, too, just --

11 Q. Have you ever fallen asleep on the job before?

12 A. No.

13 Q. Okay. Okay. And then when you're off duty, you're not
14 working, what time do you normally get into bed and what time do
15 you normally fall asleep at, would you say?

16 A. Well, it really depends how much flying I've done and if I
17 time out. You might have 2½ hours to get to -- it takes normally
18 2 hours to fly the King Air from Nome to Anchorage. And of
19 course, we go pick up people in about -- it's quite a few villages
20 that we go into, if somebody needs a medevac flight we'll go --
21 they usually have us fly out to the village and then come back to
22 Norton Sound Hospital in Nome. And they'll stabilize them for the
23 trip to Anchorage if they need it. If they don't, they might send
24 us from the village straight to Anchorage.

25 Q. Okay.

1 A. It can really vary. If everything's going the way I like it,
2 you know, if I would leave at 6 p.m. and get out there to
3 Anchorage and meet the ambulance, and the medics will go on and
4 check them in, and we can typically take a like a 3-hour break,
5 which is mainly like to eat and to check in the passenger, or the
6 patient.

7 So it just -- it really does vary, and when you're on the day
8 medevac, they determine that mainly because the person who
9 basically gets done for the day on previous night the earliest,
10 they'll put them on the day medevac, and you might be running
11 schedules. But our night medevac is contracted, so --

12 Q. Okay.

13 A. But we keep one airplane available for Norton Sound Hospital
14 and the morning guy would -- because a lot easier to, in a lot of
15 ways, amount of sleep. But they're going to be making these
16 changes every 2 weeks or so.

17 Q. Okay. And then, I know you said when you're off duty the
18 times you go to bed and fall asleep are varied, but when you're
19 off duty, what time do you normally wake up at? Does that also
20 vary, too?

21 A. I can most of the time wake up between 10 and 11.

22 Q. Okay.

23 A. If I come in at, say, around 3:00 in the morning, I'll fall
24 asleep until about 10 or 11:00.

25 Q. Okay. And then do you normally wake up when you're off duty

1 with an alarm clock or without an alarm clock?

2 A. Without an alarm clock, and when I'm sleeping in there at
3 night, let's say, you know, I went on duty with -- you know, 4 in
4 the afternoon, but if they don't have a medevac, they'll call when
5 they -- when one comes in and they'll call me at the -- and so I
6 just let the phone, a lot of times when it gets late in the
7 evening, wake me up.

8 Q. Okay.

9 A. That's normally what I do.

10 Q. Okay.

11 A. And then I just wake up -- I just sleep as much as I can when
12 I get back home and back into Nome.

13 Q. Okay. All right. That pretty much wraps up all the
14 questions that I had. Was there anything else that I missed that
15 you think would be beneficial to go over before we finish up?

16 A. Yeah, I think -- I've got this article on pilot fatigue and
17 it's pretty interesting. And it says a lot of studies, you know,
18 on the human factors and everything, and I've read through it, I
19 guess about 14 pages. It's got some information there about
20 airline crashes and things of that sort.

21 And they obviously put in and tested these pilots. They
22 actually hooked them up with the EKG and things like that, and
23 they mapped -- they put the probes monitoring psychological
24 activity during that pilot fatigue study. A high prevalence of
25 fatigue was also revealed in the study by Jackson and Earl

1 investigating prevalence among short-haul pilots. The study
2 consisted of a questionnaire that was posted on a website,
3 Professional Pilots Rumour Network.

4 Of the 162, being short haul-pilots, 75 percent were
5 classified to have experienced severe fatigue based on the
6 questionnaire results. The study also demonstrated that pilots
7 who were highly concerned about their level of fatigue during
8 flight often score higher on the fatigue scale and thus were
9 likely to experience more fatigue. Not only this, the operational
10 factors, for example, change in flights or flight into discretion
11 time, often cause a pilot to experience greater fatigue.

12 This thing goes on and on about things you have to watch out
13 for.

14 Q. No, it's -- yeah, definitely, I believe I got the link you
15 sent me and I've got that bookmarked to read this later on, read
16 that report later on this week.

17 A. Okay. Yeah. I think it, I think one of these should be -- a
18 copy of this should be out there for the pilots to look at. I'm
19 not the -- I'm aware of one of the co-pilots went along with one
20 of the other pilots and he couldn't understand how he could stay
21 awake at that time of night.

22 Q. Yeah.

23 A. But no, I haven't nodded off or fallen asleep in an airplane.
24 But I feel like that my judgment was impaired at the end of the
25 flight.

1 Q. Okay.

2 A. Because I don't do that kind of stuff in that work. I don't
3 forget, I don't forget the gear and all that other stuff and --
4 that was a first for me.

5 MR. HODGES: Okay. All righty. Well, that wraps up my
6 questions. If you have nothing else, I'll go ahead and stop
7 recording at this time then?

8 MR. MATTINGLEY: Okay.

9 MR. HODGES: I'll go ahead and stop recording.

10 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: BERING AIR, INC. AIRPLANE ACCIDENT
 AT ANCHORAGE, ALASKA
 OCTOBER 21, 2017
 Interview of Jack Mattingley

ACCIDENT NUMBER: ANC18LA005

PLACE: Via Telephone

DATE: November 7, 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.



Romona Phillips
Transcriber