



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 2, 2019

INTERVIEW TRANSCRIPTS

ANC18LA031

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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HAGELAND AVIATION FLIGHT 3370

* Accident No.: ANC18LA031

APRIL 11, 2018

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Interview of: LEROY GUNDERSON

Village Agent

Via Teleconference

Thursday,

May 10, 2018

APPEARANCES:

SHAUN WILLIAMS, Investigator in Charge
National Transportation Safety Board

NOREEN PRICE, Aviation Accident Investigator
National Transportation Safety Board

MIKE RICHARDS, Senior Meteorologist
National Transportation Safety Board

KATIE ROWELL
Ravn Alaska

MORGAN CAMPBELL, Attorney
LeClairRyan
(On behalf of Mr. Gunderson)

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I N T E R V I E W

(10:00 a.m.)

MR. WILLIAMS: So, Leroy, thanks for taking the time to talk with us here about this, the accident that took place there on August 11th -- April 11th, sorry.

So, just so you know, here in the room it's myself, Noreen Price, another investigator with the NTSB. We've got Katie Rowell from Ravn, Morgan Campbell, and Mike Richards is on the phone, who's with the NTSB, one of our meteorologists.

MR. GUNDERSON: Okay.

MR. WILLIAMS: So, like I said, I'm Shaun Williams. I'm the investigator in charge here. And the reason we're talking to you -- you know, the NTSB, we're a federal agency charged with determining the probable cause of transportation accidents and trying to promote safety. We're not a part of the DOT. We're not a part of the FAA. We've got no regulatory or enforcement powers. It's all just trying to figure out what happened, why it happened, and how we can prevent it in the future.

We're going to be recording the interview and then we'll send that recording off to be transcribed. So that will be the part of the public record, is the transcription. Not the audio recording. Okay. That will go away once the transcript is made. The purpose, like I said, is to -- it's not to assign fault, blame, liability. Just to try to figure out what happened and prevent it from happening again.

1 So this interview is part of the fact-finding phase of the
2 investigation. We're here to ask questions about your involvement
3 in the planning and flight release, or just working the flight for
4 Ravn Connect Flight 3370 on the 11th of April. We cannot,
5 however, offer any guarantee of confidentiality or immunity. Like
6 I said, the transcript will be part of the public docket.

7 Each of the group members here will have a chance to ask
8 questions. We'll ask one at a time. Nobody is going to interrupt
9 each other. And then we'll go around the room and probably do a
10 couple rounds, just to make sure everyone has the information that
11 they need. Please answer all the questions to your best -- to the
12 best of your recollection. If you don't understand a question,
13 ask to have it repeated or explained. If you realize you
14 misstated or you need to change an answer, please go ahead and do
15 so.

16 You're entitled to have one representative of your choosing.
17 So is there someone you'd like to have as your representative?

18 MR. GUNDERSON: No. I'd like to have Morgan Campbell, I
19 guess.

20 MR. WILLIAMS: Okay.

21 MR. CAMPBELL: A ringing endorsement. Thanks for the I
22 guess, Leroy.

23 MR. WILLIAMS: So, Morgan, like we talked about earlier, you
24 can direct Leroy not to answer a question or request a short break
25 to confer with him. You can't answer a question for them.

1 So, Leroy, do you have any questions before we get going?

2 MR. GUNDERSON: No. Go ahead.

3 MR. WILLIAMS: Okay.

4 INTERVIEW OF LEROY GUNDERSON

5 BY MR. WILLIAMS:

6 Q. So, if you could -- like I said, it's being recorded. But
7 can you state your name and your job title?

8 A. I'm Leroy Gunderson. I'm the Ravn agent for Atqasuk.

9 Q. Okay. How long have you been working for Ravn?

10 A. Since, I think, March or February of 2008.

11 Q. Okay.

12 A. For Hageland.

13 Q. And you've always been in Atqasuk?

14 A. Yes.

15 Q. Okay. So, as a village agent, what are your duties?

16 A. Well, I unload the planes and get the passengers and unload
17 the freight and stuff, get the bypass. Deliver -- unload the
18 bypass and deliver it to the store or wherever -- post office,
19 mail and freight to people. Just a second. Excuse me.

20 (Asides; background conversation.)

21 MR. GUNDERSON: Can you hear okay?

22 BY MR. WILLIAMS:

23 Q. Yes, sir.

24 A. My wife was starting to say, well, I was whispering. She
25 think I'm -- I don't know.

1 Q. It's okay. So unloading the planes and the freight and
2 bypass and dealing with the passengers and things. Do you provide
3 services to other aircraft rather than Ravn? Do you work multiple
4 carriers?

5 A. No, just Ravn.

6 Q. Okay.

7 A. They're the only --

8 Q. So can you describe just a typical flight into Atqasuk, how
9 you interact with the pilot and the company?

10 A. What do you mean? Do you mean -- usually they give me a call
11 and then the pilot will announce about 18 minutes out, 20 minutes
12 out they're coming in. And about 5, 10 minutes before, I go up to
13 the airport and get the passengers' names from the manifest. And
14 then get the plane unloaded, the passengers unloaded, and get the
15 passengers and their baggage or freight, whatever is going out.

16 Q. Okay. So when the pilot -- when they're giving you a call
17 about how far out they are and things like that, do they ask for
18 weather updates or anything of that nature as far as what the
19 airport's like or what it's like at your house or where you are?

20 A. Occasionally. Not very often. Usually the -- it's pretty
21 clear. It's on the Internet.

22 Q. Okay.

23 A. On the FAA.

24 Q. So on April 11th, the day of the accident, did the pilot call
25 you for anything inbound?

1 A. He just told me how much freight he had and that he was 18
2 minutes out. And then I -- about 5 minutes before he came in, I
3 went to pick up passengers and go to the airport. And then I
4 heard him, he said he was 5 miles out, I think, or 5 minutes. I
5 wasn't sure which one he said. Then he never landed out there.
6 On my aviation radio.

7 Q. Okay. So he --

8 A. I didn't talk --

9 Q. I'm sorry. You said you didn't what?

10 A. No, he -- they announce when they're 5 minutes out,
11 generally, on final approach. The pilots.

12 Q. And do you remember this pilot announcing that he was 5
13 minutes or 5 miles out?

14 A. Yeah, I didn't hear quite what -- someone was talking and
15 stuff. I wasn't real sure what it was he said.

16 Q. Okay. But you did hear him at 18 minutes out?

17 A. Yeah.

18 Q. Okay. Do you remember getting a call, or do you call the
19 company when the weather changes there in Atqasuk?

20 A. Yeah. Yeah, I try to, if it goes down. But it can go down
21 real suddenly, just in minutes, you know.

22 Q. Okay. Do you remember, did you call on the day --

23 A. I try to. The weather wasn't that bad. It was real clear
24 out, I thought. It looked -- when I, you know, I went to pick up
25 passengers, it looked real good to the north.

1 Q. Okay. Where do you live in relation to the airport?

2 A. I live about three-quarters of a mile north of the airport,
3 between Barrow and the airport.

4 Q. Okay. All right. So do you ever look at the weather on the
5 Internet, or do you just -- is it more just what you see outside
6 towards the airport?

7 A. I usually look it on the Internet and then also I'm outside.

8 Q. Okay. So working for Ravn, what kind -- did you receive any
9 training or have you received any training on doing your job out
10 there?

11 A. No. I've been doing airlines, I was -- I been on airplanes
12 quite a bit. I was in Prudhoe back in the early seventies, when
13 they were doing the -- there was just three of us up there, taking
14 care of the Prudhoe Bay 737. We took care of the airport, the
15 station manager and us two agents.

16 Q. So you were a station manager up there at Prudhoe?

17 A. No, I was an agent up there at Prudhoe, back in the
18 seventies, for a short while.

19 Q. Okay. So when the pilot first called you that he was 18
20 minutes out, did he -- was there any other information he relayed
21 to you?

22 A. He told me how much freight he had. I think he said he had
23 1500 or something like that of bypass, and some mail or freight, a
24 few hundred pounds -- 2- or 300 pounds of freight, something like,
25 or mail.

1 Q. Okay. And did he ask you about the weather or anything?

2 A. No. It was clear when -- from what I could see outside.

3 Q. Okay. Were there -- do you remember any other airplanes
4 flying around there or in and out of Atqasuk about that time?

5 A. No.

6 MR. WILLIAMS: All right. I think that's what I have.

7 Noreen?

8 BY MS. PRICE:

9 Q. Hi, Leroy.

10 A. Hi.

11 Q. We noticed that the --

12 A. Yeah, excuse me.

13 Q. Can you hear me?

14 A. Excuse me one second.

15 Q. Sure.

16 A. Yeah, I got to get my grandson to do some -- to get an
17 (indiscernible).

18 I had to have my grandson go pick up somebody. Okay.

19 Q. So are you back?

20 A. Yeah. Can you hear the beeping, or is that you guys?

21 Q. We can't hear any beeping.

22 A. Oh, that means they're trying to call me. He's going over
23 right now to pick up some telephone people. They have to go back
24 to Anchorage, or Fairbanks.

25 Q. So --

1 A. Okay. Now what were you saying?

2 Q. Are you able to continue -- are you able to continue with the
3 interview?

4 A. Yeah.

5 Q. Okay.

6 A. Yeah, I can.

7 Q. Okay.

8 A. Go ahead.

9 Q. I don't think it'll take a lot of time, so just try and hang
10 with us here. The --

11 A. Okay.

12 Q. -- the AWOS was not reporting the ceiling at the time and the
13 weather camera was out. Do you -- did you know that on that day
14 of the accident?

15 A. Yes, I was aware of that. Yeah, they had been working on it.
16 They're still working on it. That's part of the problem that AT&T
17 is up here for, because there's no communication with the
18 Internet. It's not -- the technician is up here. It's been out
19 for quite a while. It might be --

20 Q. So --

21 A. -- working again pretty soon.

22 Q. Okay. And so with that being out, did you receive phone
23 calls from pilots, company, or otherwise, requesting the weather
24 conditions?

25 A. Sometimes, yeah, they'd check.

1 Q. Okay. But particular to this accident, I just want to
2 confirm, the pilot of this airplane did not ask you about the
3 weather?

4 A. Not that I recall.

5 Q. Okay. And what --

6 A. But, you know, it was bright and sunny, you know, and to the
7 north, I could see real well.

8 Q. Okay. Now try and do your best to think about -- not when
9 the pilot initially called you, but sometime, you know, later,
10 closer to the arrival time. Do you remember the weather getting
11 -- deteriorating at all about that time?

12 A. Yeah. It started deteriorating when after I noticed we were
13 about -- when we were heading to the airport, I could see some fog
14 starting to roll in from the west. I mean, let's say north --
15 yeah, from the west.

16 Q. Okay. And then do you remember what the visibility --

17 A. And --

18 Q. -- was it like down -- was the fog on the ground or was there
19 a ceiling overhead or --

20 A. No, there was -- we still had ceiling and everything. It --
21 I thought it was good.

22 Q. Okay. So if I were a pilot calling in for, perhaps, better
23 weather because the AWOS system wasn't complete, what -- would you
24 report visibility and ceiling to somebody? And if so, how did you
25 determine those?

1 A. You know, I would have got them on my aviation radio and tell
2 them it was -- I would've tell them it was going down after I got
3 up there, after I waited a few minutes. Because it went down in a
4 few minutes after we got up -- after he made that 5-mile
5 announcement, I think it was. Yeah. It was after that it started
6 going down, a few minutes after that. I had -- I was on my way to
7 the airport when I heard him do that announcement. I was heading
8 to the airport.

9 Q. Okay. And then by going down, do you mean the ceiling was
10 dropping or the visibility was decreasing or both?

11 A. It was, yeah, it was getting -- started to get hazy over
12 there to the west.

13 Q. Do you remember what the temperature was? Was it below
14 freezing?

15 A. No. No, I don't remember.

16 Q. Okay.

17 A. I know that it -- that weather -- that end of it, that west
18 end, it always change real quick just in a minute or -- you know,
19 a minute or two it can just deteriorate, you know, real rapidly.

20 Q. Do you recall if the weather that day, is it pretty typical
21 of weather this time of the year, with rapidly changing
22 conditions, or was it atypical day?

23 A. No, it was different. I don't know. They usually don't get
24 it -- you know, it happens, you know.

25 Q. Okay. And how did you find out about the accident?

1 A. Well, I found out from the fire department. They were up
2 there waiting, and they informed us. We tried -- I tried to
3 contact him with my aviation radio. I couldn't get any response.
4 You know, when he didn't show up right away.

5 Q. Okay.

6 A. But after we waited, you know, I -- we all kept waiting up
7 there, and then the fire department let me know they got a call or
8 something. One of them, I think it was, said --

9 Q. And was the weather at that time about the same or was it
10 worse than that final --

11 A. No, it was bad. It -- the weather had moved in. It got real
12 bad. It was real low. It was, you know, fog from the west that
13 came in real bad.

14 Q. Okay.

15 A. But, you know, that was 10 or 15 minutes. That was a good 10
16 or 15 minutes after I last heard from him.

17 MS. PRICE: Okay. Thank you. Those were all the questions
18 that I have.

19 MR. WILLIAMS: Mike, do you have anything?

20 MR. RICHARDS: Yeah. Just one thing, or maybe two.

21 BY MR. RICHARDS:

22 Q. Leroy, I'm going to ask you a question that maybe has already
23 been asked, very specifically, but I just want to make sure I
24 understand. When you said the weather was good or you could see
25 real well to the north, about what time was that?

1 A. What time was that? That was when I went out, about -- let's
2 see, what time -- that was probably about just before he did the
3 -- about 3 or 4 minutes before he -- he made -- the pilot made the
4 final announcement. That was probably about 5 minutes before he
5 was supposed to land, 5 to 7 minutes.

6 Q. Okay.

7 A. I usually go out -- and it looked good, you know, when I was
8 driving. I was going north to go pick up my passengers. It was
9 looking good.

10 Q. Okay. Did you see the sun or was there a cloud overhead?

11 A. It was clear overhead. It was -- it wasn't bad. I'm not
12 sure if I could see the sun, but it was light and bright. I think
13 we had -- seem like the -- it was real -- pretty clear, you know,
14 when I looked up.

15 MR. RICHARDS: Okay. All right. I think that's all I have.
16 Thank you.

17 MR. WILLIAMS: Katie?

18 BY MS. ROWELL:

19 Q. Hi, Leroy. This is Katie.

20 A. Yes.

21 Q. Hi. I just had a quick question, to follow up and make sure
22 I understood correctly. So when the pilots call you for weather
23 reports, is it part of your job to give them an official weather
24 report or are they just trying to get an idea from you of what the
25 weather is like?

1 A. Well, I check -- usually check with it, you know, and they --
2 it's both ways, kind of, you know. I check the -- I try to check
3 against the FAA too, you know, what I see on the -- when it's
4 online. But it was good. You know, I could see a few miles out
5 that time.

6 Q. Okay. And do -- you said you hadn't been trained before by
7 the company. Has anybody ever come out to the station and taught
8 you how to -- or trained you how to do the -- how to turn
9 airplanes or do things out there?

10 A. No. I haven't had any training. I've been doing airplanes
11 for 10 -- well, almost 20 years here.

12 Q. Okay.

13 A. With (indiscernible). That's -- I have -- I usually, you
14 know, have told the pilots when it's, you know, it's bad.

15 MS. ROWELL: Okay. Thank you, Leroy.

16 MR. WILLIAMS: Okay. Leroy, it's Shaun. I think that covers
17 it. Thank you very much. Do you have --

18 MR. GUNDERSON: Okay.

19 MR. WILLIAMS: -- is there anything that you'd like to add
20 that we didn't ask you?

21 (Background conversation.)

22 MR. GUNDERSON: No, no, there isn't. I got to go.

23 MR. WILLIAMS: Okay. All right. Thank you very much.

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: HAGELAND AVIATION FLIGHT 3370
 APRIL 11, 2018
 Interview of Leroy Gunderson

ACCIDENT NUMBER: ANC18LA031

PLACE: Via Teleconference

DATE: May 10, 2018

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.



Jane W. Gilliam
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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HAGELAND AVIATION FLIGHT 3370

* Accident No.: ANC18LA031

APRIL 11, 2018

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Interview of: JAMES PANAMAROFF
Ops Control Agent

NTSB Conference Room
Anchorage, Alaska

Wednesday,
May 9, 2018

APPEARANCES:

SHAUN WILLIAMS, Investigator in Charge
National Transportation Safety Board

NOREEN PRICE, Aviation Accident Investigator
National Transportation Safety Board

MIKE RICHARDS, Senior Meteorologist
National Transportation Safety Board

KATIE ROWELL
Ravn Alaska

MORGAN CAMPBELL, Attorney
LeClairRyan
(On behalf of Mr. Panamaroff)

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I N T E R V I E W

(10:30 a.m.)

MR. WILLIAMS: Okay. So James, I'm Shaun Williams. I'm the investigator in charge with the NTSB on the investigation looking into the facts and circumstances around the April 11th accident out by Atqasuk.

NTSB, we're an independent federal agency charged by Congress to determine probable cause of transportation accidents, promoting safety. We're not a part of the DOT. We're not a part of the FAA. We have no regulatory or enforcement powers at all. Basically we're here to find out what happened and prevent it from happening again in the future.

So folks taking part here: Noreen Price, you met her. She's one of our other investigators, the investigator in charge. On the phone we got Mike Richards, who is a meteorologist. So he's with our weather group out of headquarters back at Washington, D.C. And then you know Katie --

MR. PANAMAROFF: Yeah.

MR. WILLIAMS: -- and Morgan. So there's no one else joining us on the phone at all. If we hear somebody beep in, we'll stop and find out who they are, and most likely, Mike got disconnected. It randomly drops calls, so -- FAA is not here either or part of this, but they will be provided the transcript when it's done.

MR. PANAMAROFF: Okay.

MR. WILLIAMS: So today we'll be using the recorder there to

1 record the interview. We'll have it transcribed. Just the
2 transcription, not the audio, will be part of the public docket,
3 which will be released when the accident is completed -- or the
4 investigation is completed.

5 And like I said, the purpose of the investigation is safety,
6 determine what happened. It's not to assign fault, blame,
7 liability or anything like that. Interview is a part of the fact-
8 finding portion of the investigation. And basically we're just
9 here to ask questions about your involvement in the planning and
10 flight release of -- was it Flight 3370 on --

11 MR. PANAMAROFF: Yeah.

12 MR. WILLIAMS: -- April 11th.

13 MR. PANAMAROFF: Okay.

14 MR. WILLIAMS: We cannot, however, offer any guarantee of
15 confidentiality or immunity. Like I said, this goes in the public
16 docket, the transcript does.

17 MR. PANAMAROFF: Um-hum. Okay. Yeah.

18 MR. WILLIAMS: The way we do it, each group member has a
19 chance to ask questions. We'll ask them one at a time. No one is
20 going to interrupt the other person or anything like that. So
21 I'll start, I'll go through my questions; pass it off to Noreen or
22 Mike, they'll ask their questions and just move along, and then
23 Katie has a chance to ask questions as well. And then we'll do
24 another round if we need to.

25 MR. PANAMAROFF: Okay.

1 MR. WILLIAMS: Okay? Please answer all the questions to the
2 best of your recollection. If you don't understand a question,
3 ask to have it repeated or explained. If you realize you
4 misstated or need to change a previous answer, by all means, do
5 so. Okay?

6 MR. PANAMAROFF: Okay. Yeah.

7 MR. WILLIAMS: The other thing is, since it is being
8 recorded, make sure to verbalize instead of just nodding your
9 head.

10 MR. PANAMAROFF: Okay.

11 MR. WILLIAMS: Just please say yes or no or --

12 MR. PANAMAROFF: Needed all this for --

13 MR. WILLIAMS: Absolutely.

14 MR. PANAMAROFF: -- dry mouth.

15 MS. PRICE: Yeah.

16 MR. WILLIAMS: So you're entitled to have one representative
17 of your choosing. Is there someone you want to have as your
18 representative?

19 MR. PANAMAROFF: Mr. Campbell here, please.

20 MR. WILLIAMS: Okay. Mr. Campbell, you know, you may direct
21 James not to answer a question or to request a short break to
22 confer with him, but you can't answer a question for him.

23 MR. CAMPBELL: And James, just so you know, I probably will
24 not be directing you not to answer questions.

25 MR. PANAMAROFF: Yeah.

1 MR. WILLIAMS: James, do you have any questions?

2 MR. PANAMAROFF: No.

3 MR. WILLIAMS: Okay. Then we can get started here.

4 INTERVIEW OF JAMES PANAMAROFF

5 BY MR. WILLIAMS:

6 Q. So for the record, can you please state your name and job
7 title?

8 A. James Panamaroff, Ravn ops control agent for Hageland 135.

9 Q. Okay. And can you spell your last name, please?

10 A. P-A-N-A-M-A-R-O-F-F.

11 Q. Okay. Thank you. And when were you hired?

12 A. At first for the company?

13 Q. Yes.

14 A. I've been working since '99, October-ish. I was part-time
15 working ramp, up to 2002. I went full-time with the company. And
16 from there, I filled various field ramp -- field department for
17 about 3 years, and ramp lead for another 3 or 4 years up in
18 Fairbanks, and then intra-ramp supervisor for a couple years. And
19 then for a couple years I did ops control, departure control, load
20 control for Fairbanks. And then from there, kind of late into
21 2014, came down here to do ops control agent in Palmer.

22 Q. So you've been at Palmer, then, as an OCA since '14?

23 A. Yes. Yes, since the beginning or since we've started it.

24 Q. Okay. So what are your duties and responsibilities in that
25 position?

1 A. I verify -- well, one, to verify all flights that depart to
2 make sure that -- start with a flight strip, then we -- for when
3 we have a flight strip, we have a flight number, we have a pilot
4 that's capable of flying the aircraft, and that he's met his rest
5 requirements for the day before and that he's got a current
6 medical, the pilot hasn't missed any trainings. Then going to the
7 aircraft, we verify the aircraft, make sure that it's flyable and
8 no DMIs on the aircraft. And from there, we go into verifying
9 what the pilot and plane are going to do. We verify the
10 destination as to where they're going to fly, making sure the
11 airports are open and the weather's good enough to go there.

12 Q. Okay. And are you a pilot, by chance?

13 A. No. I took up ground pilot school in high school. That's
14 about as far as I ever got. Never completed it or the tests.

15 Q. Do you have your dispatch license?

16 A. Not required for us to have one for 135.

17 Q. Okay. I just didn't know if you had it. Have you done the
18 training for it?

19 A. No. Like I said, the only thing I've done is the ground
20 pilot school. It was offered at ICC in Sitka in '89.

21 Q. Okay. So in your position, who do you report to within the
22 company?

23 A. Immediately I report to Randy or Ron if they're on duty. And
24 from there, I go to Greg. I report directly to them, Greg and/or
25 the DO.

1 Q. And who is Randy or Ron?

2 A. Randy or Ron are our like leads in position of maintaining
3 schedule, doing timecards. They're other OCAs. And those two
4 actually have their 121 dispatch license.

5 Q. Okay. So talking about the day of the accident, if you can
6 kind of walk me through your duty day, when you showed up and what
7 happened up to the point when you released the flight, or --

8 A. Okay. We clock in at 5:00. We get there about quarter till,
9 kind of get ready for the day, ready for -- make sure everything's
10 working functional for clocking in.

11 Clock in at 5. Start reading through -- and I usually start
12 with the whole state and -- I start in with the weather, making
13 sure we know of spots that are going to be a problem for the
14 morning, at least. We review area forecasts. And then from area
15 forecasts we go into terminals, if they have them. From
16 terminals, we go into looking at observations, if they're
17 provided. If some of the stations aren't reporting, which happens
18 a lot, we'll try calling the AWOS machines to verify what the
19 weather is per station.

20 From there, I'll go into the Flogger, verify the pilots got
21 their -- plenty of rest and to see if there's any kind of problems
22 with the pilots not getting enough rest, and we'll make note of
23 that if that's a problem. And then from there we'll go to reading
24 through the NOTAMs, making sure all the airports are usable and
25 not closed, snow conditions. I'll read through all the NOTAMs.

1 And then from there I'll check the -- one of the last kind of
2 things, I'll check like medicals for the pilots, make sure that
3 they're not due and they're current. And any kind of pilot
4 reports in there, I'll go through our read files and make sure
5 that there's nothing changed to our op specs or GOMs updated that
6 I might have missed from not being at work the evening before.
7 And any kind of carryovers, any kind of pertinent information,
8 I'll write up on the board, like icings, AWOS is out of service;
9 I'll try to leave a note so everybody else can observe it and
10 notice it too.

11 Q. Okay. So on the day of the accident, then, you kind of
12 followed that same --

13 A. Yeah.

14 Q. -- path and everything? What about the -- was there a
15 morning meeting on the day of the accident?

16 A. Usually I get there before -- I'm the first one to show up.
17 So second person shows up at 6:00, second or third. So when they
18 show up, I usually give them a good briefing over what's going on.
19 So that's pretty much -- our meeting is like, hey, do you got a
20 problem spot? Then maybe -- you know, in a different part of the
21 state, then I'll let them know. And just -- well, I've already
22 gone through some of the NOTAMs, and you know, we'll refresh
23 through those through the morning so that -- because usually about
24 7:00 is when they start updating more, putting the information in.
25 So --

1 Q. Okay. When did you first -- think back for me, and if you
2 need to take -- kind of pause and take a minute and think about
3 it, that's fine. Do you recall when you first talked to the
4 pilot?

5 A. Yeah, about -- between about 7:30, 7:40, pilot called in,
6 first call-in of the morning. He was in good spirits. So I asked
7 him how he was doing, asked him what flight he was doing, just try
8 and get a conversation going with him. He was -- while I looked
9 up what he was doing. He was in good spirits. He was very
10 thorough with -- I felt he was very thorough with researching his
11 flight and being able to do it far as everything that we talked
12 about.

13 Q. Looking at the weather with him, did -- I know you said you
14 had started at, you know, 5 after you checked in and go through
15 the weather. Do you go back through it again when he's on the
16 phone with you or --

17 A. Yeah, so he calls in; I'm doing this flight. I'll open up
18 the flight strip. And yeah, you review, you re-review everything:
19 verify aircraft, verify the pilot, verify the flight number and
20 where he's going. And this is while you're -- while you're
21 talking with him, you're pulling up NOTAMS to check what's
22 working, what's not. In this case, it was -- the ceiling was
23 missing in Atqasuk. Because NOTAM, they were doing work on the
24 airstrip in Barrow; they were removing snow.

25 And like I said, as I pull up the flight strip, I'm going

1 through and saying this out loud to him, right, just to verify.
2 And it -- like I said, he was not surprised. He was yeah; he was
3 confirming everything that I was talking about, and we started
4 discussing the weather. Little bit of winds in the area forecast
5 to the east of the slope over by Deadhorse. Everything else
6 looked VFR. The terminal for Barrow looked good, all the VFR
7 conditions. The observation for Barrow at the time was like 10
8 miles and VFR conditions, good ceiling.

9 We got into Atqasuk -- well, the pilot stated he tried to get
10 the weather for Atqasuk and he wasn't able to. So okay, I'll
11 conference call the Atqasuk AWOS and we'll both listen to it. And
12 so we tried once and we didn't get through. So I didn't like that
13 area forecast, okay. So we talked about, okay, Wainwright's going
14 to be kind of -- Wainwright is going to be kind of IFR conditions
15 right now. It's 10 miles and broken 300, but -- didn't reflect
16 that in the area forecast, but we made note that we knew that
17 Wainwright was IMC.

18 So after a few more minutes of conversation, going through
19 weather and NOTAMs, the aircraft was good, I said, let's try the
20 Atqasuk weather again. So we tried it, and what we came up with
21 is we -- on the recording it said 7 miles, missing ceiling, and
22 gave a temp, dew point temp. I don't remember what it was. But
23 we determined it was 7 miles and actually light winds. The light
24 winds was what -- it was like 10 knots, if I remember correct.

25 So we were like, all right, we've got 7 miles and light winds

1 over there. What do you think; how do you feel about this flight?
2 I asked the pilot, and he was like, well, I'm thinking a VFR
3 flight. Because we really couldn't get that weather for Atqasuk.
4 It's like, okay, I understand that -- all right, yeah, we're
5 having a hard time getting weather for Atqasuk, VFR conditions.
6 VFR flight with VFR conditions with the intent of returning if he
7 -- and he stated, like, if I encounter anything, I'll turn around
8 and come back. Okay. All right.

9 So we agreed on the VFR flight was a 2-Bravo for our check
10 sheet. And from there, we indicated contaminations, because the
11 airport there in Barrow was reporting that they were removing
12 snow. So we gave them a 2-Bravo and ground contamination. Okay.
13 All right. Then I gave him his release time and he proceeded out.
14 Q. Okay. So when you're looking at the weather, do you normally
15 look at AIRMETs as well for the area?

16 A. Yes. Um-hum. Yeah.

17 Q. All right. And you don't recall where --

18 A. In the area forecast, yeah. Like I said, the only thing I
19 could remember that pops out was the wind over the east side of
20 the slope being pretty high over eastern Deadhorse.

21 Q. Okay. So where did you get -- just kind of going back here
22 before I forget to ask. When you said you had completed just
23 pilot ground training back through ground school, your weather --
24 how are you trained on weather? Was that --

25 A. Even further back when I was doing ops control, I learned a

1 lot from the pilots. Lot of hands-on what does this mean. And
2 just as well from the pilots, when we went into OCA initial
3 training, I could read weather by then, so -- and then anytime --
4 we would -- from going through the full training as OCA training,
5 they kind of give you a little bit of information on what you're
6 looking at. And then any questions you -- for the weeks preceding
7 for OJT, you get to ask -- it was pretty much asking around, what
8 does this mean? What does this mean? So it came -- a lot came
9 from there and the pilots. And like I said, the ground school in
10 high school. So I had a -- I was kind of familiar with it.

11 Q. Okay. So you spoke about between 7:30, 7:40 to the pilot,
12 and you looked at the weather at that point. Once you gave him
13 the release or you gave -- assigned a risk assessment value, do
14 you -- did you check weather again at all during that flight or --

15 A. Right about 7:40 to -- on past that, we start getting more
16 and more calls. And each station is -- each station, they pretty
17 much make sure that they know what's going on all over the state
18 so nobody's -- so everybody knows what's going on.

19 So from that point on, answered his phone call, we started
20 getting more and more calls coming in. So I was starting to take
21 care of other flights, so I didn't get a chance to keep -- I mean,
22 we follow the flights, but just continually answering the phone
23 just till about 9. From that point till 9, it was pretty much a
24 rush time, so all three phones are going, ringing every couple
25 minutes.

1 Q. So when does -- you're the first person there on the day,
2 this day. When did the next people show up?

3 A. Next people, they'll start showing up at about -- we'll have
4 one at usually about 10:00 in the morning, and then the late
5 closure usually about 11:00. Sometimes at the 11:00 we have two.
6 It depends upon how many people on shift and how much overlap we
7 have.

8 Q. So then you were the only one there in the morning when
9 this --

10 A. In the morning, at 6 a.m., we have two more people that do
11 show up for that shift. We usually have three people.

12 Q. Okay. And so how many flights would you estimate that you
13 were working?

14 A. A day?

15 Q. On this day, or when --

16 A. Or on this day? We could -- anywhere from -- depending on
17 the weather. It can vary from 20 flights up to almost 40 flights
18 a day.

19 Q. Okay. So how did you learn about the accident?

20 A. We were actually working other flights, and we get a phone
21 call from Judy Goff saying, are you guys missing a plane? Well,
22 she indicated what aircraft. No, we have a yellow ping on our
23 tracker, yellow indicating that the flight is active. After 20
24 minutes, that flight goes inactive and the flight aircraft will
25 turn blue on the tracker. And right about the same time while

1 we're on the phone, that plane goes blue. Actually the plane just
2 went blue on us; why are you asking? It's like, oh, we're missing
3 this aircraft or -- I forget. I don't remember the details on the
4 conversation. That was from Judy Goff over a phone call from --
5 in Anchorage here.

6 Q. So Judy is here in Anchorage?

7 A. Yeah.

8 Q. Okay. And what is her position?

9 A. Manager of -- overall manager for all the managers for the
10 stations. I forget the title.

11 Q. Okay.

12 A. General manager for -- yeah, outstations. I think the 130-
13 -- actually I can't say.

14 Q. Okay. That's fine. So did you speak with the village agent
15 at all before you learned about the accident --

16 A. No.

17 Q. -- or during -- in the planning or anything like that?

18 A. No.

19 Q. No. Okay. So can you explain the risk assessment to me? I
20 know you said you came up with the RA2-Bravo, and then I think
21 it's Golf for the ground contamination. Do you do it? Does the
22 pilot do it? Do you each do one? How does this --

23 A. Each risk assessment is an agreement with the pilot and the
24 OCA to agree upon how they want to do the flight. And from there,
25 we'll determine if the pilot's going to go IFR, VFR, and any of

1 the contributing factors that might be a risk to the flight.
2 Meaning ground contamination, he's going to go VFR. We got high
3 winds, airport lack of weather.

4 And then for first risk, it's going to be an IFR flight. So
5 it's going to be a 1-Alpha. From there, you go to 2-Bravo VFR
6 flight, and anything under 2 will be contributing factors that are
7 then a 2 risk. So we will agree upon what's going to affect a
8 flight. Anytime we -- in category 2, we risk -- thank you.

9 Anytime in category 2 we get over 5 in a category, we
10 usually, you know -- we always get an RA3 call to the 119 managers
11 indicating, hey, we got a higher risk flight. We hit 5 in a
12 category 2, which makes an RA3, so we'll bring a third person in
13 on the conversation to release the flight and see if they're okay
14 in case we have something that we're, you know, not talking about.
15 And they'll brief the pilot and -- or we'll brief the 119 manager.
16 We'll have a brief conversation saying, hey, if this flight's okay
17 to go or not.

18 Other factors in RA3s, you know, like the special VFR if he's
19 -- he was going to fly into -- actually I think this is an old
20 one. Yeah, this is an older one.

21 Q. Is that an older one?

22 A. This is an old form, yeah. Since you've gotten this one,
23 we've redone some of the risks in here.

24 And if I hadn't before, too, pilots call and they were sick.
25 It's like, hey, are you okay to do the flight? And if -- I don't

1 think so. Okay, I'm not going to let you fly. So we got the
2 category -- in the category of 4, stopping the flight.

3 So yeah, all that information is discussed and we say, okay,
4 we agreed upon this. All right. We have a good conversation.
5 Then we give a timestamp, our initials, and we let the flight go
6 if it's legal, safe, and good practice.

7 Q. Okay. So you mentioned the IFR or VFR, and you said earlier
8 you guys decided on VFR. Was there any discussion between you as
9 far as whether it should go IFR? Like was -- were you leaning
10 more towards IFR, was the pilot, and you kind of agreed to go VFR?

11 A. I asked him, what do you think about IFR or VFR? And just
12 pretty just laid it out on the table, because you could have gone
13 either way. With the lack of weather, we decided upon -- both of
14 us decided on VFR. Don't know how well the machine was acting.
15 We only got one report out of three tries. Okay, so we decided to
16 go VFR on this flight with the intent of turning around if he
17 encountered anything.

18 Q. Okay. So looking at the manifest here. The question I have
19 -- down here at the bottom, it's got minimum visibility 3 miles --

20 A. Three miles.

21 Q. -- for this flight.

22 A. What you're looking at is the emergency escape altitude for
23 this flight. Over and back, they both reference if the pilot
24 encountered any IFR conditions, if he -- flying VFR, if he
25 encountered anything IFR, he's to do a 180 turn and climb to the

1 emergency escape altitude of 1100 feet, and he has to have 3
2 miles.

3 Q. Okay. That's what I was -- just curious if that was
4 required.

5 A. Yeah. For this flight as well, he had to adhere to our
6 nighttime VFR minimums, which he had.

7 Q. Okay. And where are those found?

8 A. We have a reference book for each leg in our office for
9 destination into our routes that we travel. We usually have to
10 open it up and reference. And each desk has all this information
11 per route published in our reference book.

12 Q. Okay. All right. So the risk assessment that you give, is
13 that good for just the one leg to Atqasuk and then he should have
14 called back, or is that for the round robin?

15 A. It releases the flight for the whole -- Atqasuk and back.

16 Q. Okay. So what if the weather changed en route or it changed
17 when he got there?

18 A. If we ever encounter where we notice weather changing, we'll
19 try to notify the station that the pilot left from the hub, and
20 try to get them to raise him on radio through other aircraft or
21 means at our base station to notify the pilot. And if some of the
22 pilots do have working cell phones, they can call from where they
23 are and say, hey, weather went down; I'm going to stay here.
24 Okay. But sometimes those cell phones work, sometimes they don't.
25 Depends on what kind of cell service they have and what cell

1 phones they have.

2 Q. Okay. If they went -- you know, they started VFR and now
3 they had to get an IFR clearance or something like that, do they
4 have to relay that back that they're changing kind of how they're
5 doing it, or is that something where they can notify you once they
6 land, hey, here's what I did?

7 A. Yeah, usually when -- usually after the completion of the
8 flight, they're supposed to call and say, hey, I had to go IFR to
9 do the -- complete the flight. But usually after the flight's
10 completed, that's when they notify us. And occasionally, like I
11 said, if they have a cell service, they'll call us and let us
12 know. Another means for their communication too is just to relay
13 through the station and say, hey, I got -- I'm going to switch up
14 my risk here; can you notify OCC, let them know, hey, I've done
15 this? And have that conversation and call me back. Because
16 usually they're pretty good with that.

17 Q. Okay. And you didn't hear any communications back through
18 the village agent or anything like that after the flight? So once
19 they hung up with you getting the release, that was the last you
20 heard from this flight until you found out that there was --

21 A. Right.

22 Q. -- an accident?

23 A. Yeah.

24 Q. Okay. So as far as the weather -- and we've talked about it
25 was difficult to get it.

1 A. Yeah.

2 Q. And, you know, third time was the -- kind of the charm there.
3 So let's go back. So looking at this manifest, it looks like the
4 release was given at 7:50?

5 A. 7:50. Yeah.

6 Q. Okay. And then you don't know how long before that, that you
7 would have gotten the weather down there in Atqasuk, do you?

8 A. No. It was -- and it's not published online and -- or the
9 Internet. The only way that we're able to obtain it was through a
10 phone call and over the radio from the pilot. And yeah, that was
11 a couple attempts. So like you said, on the third, we -- third
12 time, we got weather from there.

13 Q. Okay. And you thought it was between 30 and 40 that you
14 spoke with him?

15 A. Yeah.

16 Q. Thank you. That's what I wrote down. Okay.

17 So at -- yeah, so at 7:30, the weather was reporting 340 at
18 5. There's your 7 miles, and light snow. When the release was
19 given at 50, it had dropped down to 3 miles and light snow. And
20 then when he departed at 58, is what we have in the book, the can
21 -- I think it says off time or out time was 58. Or it's actually
22 a statement. He said he departed early, took off at 58; it was
23 down to 2 miles and light snow. And then at the time of the
24 accident, Atqasuk was a quarter-mile, light snow and freezing fog.

25 A. Okay.

1 Q. So you didn't --
2 A. I didn't have no idea.
3 Q. You had -- okay.
4 A. Yeah.
5 Q. Because I think you had said before, just to summarize it,
6 you were getting so many calls coming in.
7 A. Yeah.
8 Q. You were trying to balance all that with get the push out; is
9 that correct?
10 A. Yeah, that's correct.
11 Q. Okay. Just want to make sure I was summarizing that right.
12 Okay.
13 A. I actually didn't know that until now.
14 Q. The weather?
15 A. Yeah, the weather got that bad.
16 Q. So the flight following, how does that software work? How do
17 you accomplish flight following, or flight locating?
18 A. We got a nice program. It tracks the ADS-B on the aircraft
19 if it's working, and our Spidertracks. ADS-B gets a ping every
20 couple minutes, so we get a ping from there. And then it could --
21 like a double ping sometimes, you'll see the Spidertracks, like,
22 longer every 10, 15 minutes, I believe. So we're able to see what
23 the plane is doing. It gives altitude and -- pretty much
24 altitude. The aircraft location, longitude, latitude.
25 Q. Okay. And is that screen one that you have up all the time

1 or --

2 A. Yes. We have it in conjunction with one of -- yeah, yeah.
3 FlightMaster tracking screen, and weather computer on the right
4 side. It's like the --

5 Q. So then do you see all the flights, then, that are going, or
6 do you see the ones that are assigned to you that you're working?
7 How does that --

8 A. I see all the flights that are active on the screen. Like I
9 said, we're familiar with the whole state and what's going on. I
10 work the south predominantly, but I know what's going on in all
11 our stations from review, and anything that changes usually gets
12 communicated to the other OCAs.

13 Q. So how does that work, the division of flights? Is it
14 whoever answers the phone, or do you guys have, well, I'm south,
15 so all of them are going to call into my number, and then we have,
16 you know, Nome and then we have Barrow?

17 A. It usually starts getting so busy that whoever's open gets
18 the next call. And that's why everybody's familiar with what's
19 going on in the state. I work the south side predominantly, like
20 I said, but like I said, we get so many phone calls coming in that
21 it just overlaps. And so everybody's trying to take care of who's
22 calling in next. And occasionally we have a pilot that can't get
23 through, too busy. Like, well, you're going to have to wait your
24 turn. So we'll ignore them and we won't get pushed to our phone
25 calls. We'll -- our idea is to occasionally find something the

1 pilot didn't or -- you know, weather-wise. So we're familiar with
2 the whole state, so --

3 Q. And are your calls recorded into the OCC?

4 A. They weren't in Palmer. I was told they are now in Anchorage
5 since we moved on Monday.

6 Q. Okay. So Monday is when you guys officially moved down here?

7 A. Yeah.

8 Q. Okay. All right.

9 A. I think it had something to do with the capabilities of the
10 phone systems.

11 Q. So do you ever make calls to the pilots or try to relay to
12 the pilots based on what you're seeing on the screen? From the
13 tracking. Like if you see an airplane doing something that you're
14 like, what in the world, do you try and reach them and find out
15 what's going on, or wait for them to call on their next one and
16 then question them then?

17 A. We will make a phone call to a station to see if they know
18 anything about what the plane is doing. But usually it follows
19 after the flight; what did he do, you know, on the next -- after
20 they -- on the next flight that they're assigned, well, what were
21 you doing up there? I seen you -- in some cases, some of the
22 pilots say, hey, he's doing a whole bunch of circles; he's
23 holding. If it were -- you know, usually after.

24 Q. Okay. All right, so few other things here, then we'll send
25 it around the room here. How do you like working for Ravn?

1 A. I love it. I mean, I've been doing it for a while. I
2 started with Frontier. I actually stayed longer than I thought I
3 would and, like all the fields I've ever worked in -- I still
4 don't want to be a pilot. I like ground support. Good paycheck,
5 I'm always home at night and -- with my family. Pays pretty good.
6 Benefits are great. Gotten even better over the last couple
7 years.

8 Q. Are there any -- I saw this flight had -- it was like
9 priority and bypass mail. Is there any sort of pressure to get
10 those out from anybody, that, hey, we really need to get this --

11 A. We used to get those phone calls from management, and we were
12 like, hey, we're not supposed to be getting those phone calls.
13 And we don't anymore. So no, there was no pressure to get this
14 flight out. Our office is entirely is it safe, is it legal and is
15 it good practice? And we revolve ourselves around that.

16 Q. Okay. And so when you became an OCA, what type of training
17 did you get?

18 A. Everybody comes through the door, you're hired on or you're
19 brought over from a different department, you go through a full
20 day, full day's training from going over -- a full day or however
21 long it takes, a couple days -- op specs and everything that is
22 expected, with the trainer, usually Greg. You go through the
23 initial training and then you go through a week or two of on-the-
24 job. I forget what the numbers are, but they -- yeah, that's
25 pretty much how we got our training.

1 Q. And when was the last time you went through recurrent
2 training; do you remember?

3 A. A couple months ago.

4 Q. Couple months ago. Okay. Do you know how long that normally
5 lasts?

6 A. Was it 1 -- 2 days? One full recurrent -- 1 full day for
7 recurrent.

8 Q. Okay. And who teaches that?

9 A. Greg does.

10 Q. Greg.

11 A. Greg did.

12 Q. And that's Greg Tanner, right?

13 A. Greg Tanner. Yeah. Yeah.

14 Q. Okay. And then have you ridden along to get, you know,
15 familiarization? Just ride along on some flights that are
16 operating out there in the system to see how the -- how it's
17 working from their end, like from the pilot side? Or do you
18 mainly just stay --

19 A. I haven't flown with the company -- since we started this
20 program, no, I haven't. I haven't flown with anybody.

21 Q. Do you think it would be beneficial?

22 A. It's tough to say. I don't -- from my point, I don't see it.
23 That's just my point. I can just -- hard to say. I know flying
24 with other air carriers, like, makes me more terrified from what I
25 do to what they don't and how they conduct themselves.

1 Q. So how would you describe the quality of training? I mean,
2 do you think it's adequate? Do you think there's room for
3 improvement?

4 A. I think it's fairly adequate. It touches on some of the
5 stuff that -- and being that Alaska's so big, and over a period of
6 time, we go from 20 hours of daylight down to 4 hours of daylight,
7 we have a tendency to forget stuff. So it's a nice reminder, hey,
8 don't forget that. You know, some of the pilots -- the pilot's
9 going to need night currency. They couldn't do it during the
10 summer, so they got to do it when it starts getting dark; so, you
11 know, remember that. The quality is -- it's really good.

12 Q. Had you worked with the pilot before?

13 A. Excuse me?

14 Q. Had you worked with this pilot before?

15 A. Only through the phone calls. I can't recall if I've met him
16 personally, but mostly through phone calls. This pilot was very
17 thorough, and I've always had a good rapport with him. He's very
18 -- he was always -- he always did his homework for his flight, so
19 that's -- and that's what I felt, how I felt.

20 Q. Do you think he'd be -- is he the type of guy to be open to
21 input or suggestions?

22 A. Yes. Yeah. Actually, if there was something of concern,
23 he'd bring it up, just so we had that conversation with it.

24 Q. And would you feel comfortable bringing something up to him
25 that you didn't see something?

1 A. Yeah. Yeah, I had a good conversation with him. Good
2 rapport.

3 Q. So a little bit here -- the safety culture over at Hageland,
4 how would you describe that?

5 A. From starting, it has dramatically improved safety standards,
6 where we have -- if we see anything, we have this nice WebBAT
7 system, where we see anything that might be a problem or an issue,
8 we can report it so that it can be addressed. It's open to all
9 employees, so -- with no repercussion if we report it. It's
10 gotten a lot safer with our office trying to catch -- or I
11 wouldn't say catch -- trying to verify with the pilot, hey, we see
12 everything that we need to see that might be able to do the
13 flights more safer, from aircraft to pilot to route to -- it's
14 gotten a lot safer.

15 Q. Have you ever reported a concern within --

16 A. Yes, I have.

17 Q. -- the system? And what was the outcome of that? How did
18 they --

19 A. It was addressed. It was addressed by the safety team.

20 Q. Okay. So what, if any, changes have you seen since the
21 Togiak accident?

22 A. I find overall the pilots are calling in, they're being more
23 thorough. They're doing what they're saying. The -- an increase
24 in the IFR activity. And yeah, it's just overall gotten more
25 thorough and reviewing everything that needs to be taken care of

1 before a flight.

2 MR. WILLIAMS: Okay. So I'll stop there for right now. I
3 just have a couple more that we'll hit when we come back.

4 Mike, you still with us?

5 MR. RICHARDS: Yes, sir. I'm here.

6 MR. WILLIAMS: Do you have any questions?

7 MR. RICHARDS: You know, you covered things pretty well. I
8 do have one or two questions about the accident day and then a few
9 general questions.

10 BY MR. RICHARDS:

11 Q. So the area forecast is one of the products that you
12 indicated you routinely look at when putting together a release.
13 You mentioned the area forecast for the morning of the accident
14 but maybe I just didn't hear well over the phone. I'm wondering
15 if you can go back and identify what of significance you remember
16 from that area forecast? I don't know if you have that product in
17 front of you. Maybe you do.

18 MR. WILLIAMS: We don't have it in front of us, but --

19 MR. PANAMAROFF: The one thing that stood out was -- in the
20 area forecast for me was the higher winds over -- east of
21 Deadhorse. And I pretty much remember -- that's about the only
22 thing that stuck out in my head.

23 BY MR. RICHARDS:

24 Q. Do you recall an AIRMET being active for IFR conditions for
25 the area?

1 A. I cannot recall.

2 Q. How does -- I understand it's likely on a case-by-case
3 situation, but in general, how do AIRMETs or IFR weigh in or
4 factor in to the discussion you have with pilots when deciding on
5 what type of flight's going to be conducted?

6 A. Only because the weather's got Point A and Point B, and they
7 might be 50 miles away, AIRMET does play a factor. If we see an
8 AIRMET for IFR conditions, we'll let the pilot know, hey, we got
9 IFR conditions reported for area forecast. And we usually don't
10 -- actually we don't let them go VFR if it's reporting IFR
11 conditions in the AIRMET.

12 Q. So just to be clear, if there's an AIRMET active for IFR
13 along the route of flight, VFR flight is not permitted?

14 A. Yes. So we've stopped other flights before because of that.

15 Q. Okay. And was there any discussion about AIRMET that morning
16 with the accident pilot, that you recall?

17 A. We just generally touched on -- the biggest concern was in
18 the area forecast, and we both agreed that the winds to the east
19 was about the only thing that was of concern.

20 Q. Okay. So going back to -- you had indicated that generally
21 the product you look at when you're working on a release are the
22 area forecast; the terminals, which I take to mean the terminal
23 area forecast --

24 A. Yes.

25 Q. -- and then observations, which I believe you mean are

1 surface observations from airports, like an AWOS station.

2 A. Roger. Yes.

3 Q. Are there any other products that are routinely used
4 depending on the flight? Weather products, that is?

5 A. That's pretty much all we use: the area forecast; the area
6 destination terminals, their forecast; the destination AWOS
7 observations on top of that. Maybe pilot reports if there's
8 anything.

9 Q. Okay. What about graphical forecasts or graphical imagery
10 such as weather satellite, weather radar; are those ever
11 consulted?

12 A. I will reference the satellite images myself. I don't -- and
13 then, yeah, I'll get into some of the graphical. Usually when I
14 first get at work. But that's about it.

15 Q. Okay, and does that include -- the AAWU, if you're familiar
16 with the AAWU, they put out a series of graphics aimed at pilots,
17 prog charts, IFR/MVFR/VFR areas.

18 A. Okay. Yeah.

19 Q. A handful of images. Are you familiar with those as well?

20 A. Yeah. The daily IFR projections for the day, I'll consult
21 those as well as the icing charts and the turbulent charts.

22 Q. Okay. Just one more question. With regard to PIREPs -- you
23 brought up PIREPs. Is it common for you to receive pilot reports
24 of weather from your aircraft?

25 A. When there's significant weather, yeah, usually. And if

1 anybody -- well, at this time there's nobody up flying and there's
2 pretty much the first flight of the day up in that area. But
3 yeah, usually they'll --

4 Q. And when you're --

5 A. -- report it to us so we can convey that information to the
6 other pilots that might be going near the area.

7 Q. And when they report that information to you, is that
8 normally done verbally, like, through the radio or through a cell
9 phone?

10 A. Usually at -- usually they'll, yeah, they'll call at -- most
11 of the times it's after they've completed the flight, unless it's
12 significant and they can communicate with us over the cell phone.

13 Q. And then when you receive that report, what happens to that?
14 What do you do with that information, either within your office or
15 outside your office? If you're outside your office.

16 A. In our office we have a whiteboard put up specifically for
17 pilot reports. Information is communicated to other OCAs that are
18 working in the office, and the information is put up on the board
19 with a timestamp and who reported it, what aircraft.

20 Q. Do you have the capabilities to disseminate those type of
21 weather reports longline? And what I mean by longline is that the
22 information is then published nationally and is available
23 publicly? Do you have those capabilities at your OCA?

24 A. I don't understand the question. I mean, what do you,
25 what --

1 MR. WILLIAMS: You mean you get them into the national
2 system? Mike?

3 MR. RICHARDS: Oh, I'm sorry. Shaun, say that again?

4 MR. WILLIAMS: To get them into the national system; is that
5 what you're talking about? Available to everybody?

6 MR. RICHARDS: Yes, I'm asking -- yes, I'm asking if they
7 have the -- if he has the capabilities to do that from his desk,
8 from his office.

9 MR. PANAMAROFF: I have the ability to open up that weather
10 on my desk, yes, and reference it.

11 MR. RICHARDS: Okay. Thank you.

12 Shaun, I think that's it. I may have one or two on the next
13 go-around, but for now, I'm good.

14 MR. WILLIAMS: Okay. Noreen?

15 MS. PRICE: How you doing, James? You all right? Do you --

16 MR. PANAMAROFF: A little, a little dry mouth.

17 MS. PRICE: Yeah. Okay. Well, take a minute while I look --
18 I only have a couple of questions, so -- you're doing great.

19 Thank you for being here today and helping us with the
20 investigation.

21 BY MS. PRICE:

22 Q. How do you determine crew rest of the pilot? You referenced
23 the Flogger system. Can you explain that in a little more detail?
24 And what is the crew rest that's required for the flight?

25 A. The Flogger system is a program where the pilots plug in

1 their hours for the plane, their Hobbs time for the aircraft and
2 how many hours they flew so we can -- the Flogger allows us to
3 pull that information from what the pilot flew and what time the
4 pilot completed his day flying. From there, we're to determine
5 that he didn't fly too late so he has 10 hours of rest before he
6 starts his next duty day, and that, for a single pilot, he didn't
7 fly more than 8 hours, and two pilots, he didn't -- they didn't
8 fly more than 10 hours.

9 Q. And does the system prevent you from dispatching if the times
10 don't add up, or do you have to do the math and decide?

11 A. We pretty much have to do the math and -- based upon when
12 they add their flights in there in the morning and then determine
13 that, hey, they got 10 hours of sleep. The pilots of concern are
14 the ones that stay out late and the ones that went over their
15 flight time. Additional crew rest may be required, and we'll have
16 those conversations with the pilot. I've only seen it a couple
17 times and it's usually in the summer months where we're -- these
18 pilots need extra crew rest before they can leave.

19 Q. Okay. In regard to weather, is it part of your duties as an
20 OCA to monitor en route and destination weather after you've
21 packaged up the release and issued it?

22 A. Yes. As well as flight following. We see some weather
23 deteriorating, we'll call their hub station that they left from
24 and say, hey, what's the pilot going to do; the weather's
25 dropping? Or, and it's usually the pilots calling the station

1 saying, hey, I'm turning around because the weather's getting bad.

2 Usually that's --

3 Q. Usually it's the pilot that finds the bad weather because
4 they're flying in it --

5 A. Yeah.

6 Q. -- and they're the ones that notify you, vice you having to
7 notify them. But it is part of your official duties to monitor?
8 Just so I have an understanding --

9 A. Yes.

10 Q. Yeah. Okay. And to reiterate so I understand, again, the
11 morning of this accident, you issued but then were very busy for
12 the next --

13 A. Yes.

14 Q. -- couple hours, so you did not see any updates that were
15 occurring, right? Okay.

16 A. Correct.

17 Q. You mentioned that he was flying -- he needed to fly under
18 the night VFR minimums. Why is that on this flight?

19 A. It's an increased level of safety that they've told us to
20 abide by. They meaning our bosses, the DO. If these aircraft are
21 IFR capable, we're going to have them fly at nighttime VFR routes.

22 Q. So is it the Caravans that are flying on night --

23 A. Yes.

24 Q. -- VFR minimums all the time --

25 A. Yes.

1 Q. -- during the day and whatever? Okay. All right.

2 Regarding flight following, you mentioned that a plane is
3 yellow if it's active and then it turns blue if it's inactive. So
4 when it gets to destination, is it blue or --

5 A. At times, if the stop is long enough, the aircraft will turn
6 blue on the ground. Or each airport's got a different number.
7 Ours are reported elevation in our pings. So if it's, say, like,
8 25 feet at the airport and it goes blue, they must have landed.
9 That's the only indication that we can get sometimes for knowing
10 that the aircraft is on the ground, aside from a phone call.

11 Q. Is there any other way -- it sounds like you're very busy,
12 like you have a lot of things going on in the OC. Is there any
13 type of oral alert or other methods? If an airplane stops en
14 route and you are looking at other screens and answering phones or
15 briefing pilots, it turns blue, is there an oral or any other
16 alert that would say, whoa, there's a plane that has stopped
17 moving in the middle of a flight?

18 A. There is no other alert on that system for the tracking. We
19 do, under our flight following, have -- if a flight strip hasn't
20 been updated, it'll turn red within, I think, 20 minutes? Now the
21 flight strip will turn red and that'd be an indication to start
22 looking for that plane, just as well as that blue dot on the
23 screen.

24 Q. Okay. Okay. Does the OC have any role to play in fuel load
25 for flights, or is that taken care of at the base entirely?

1 A. We don't deal with any of the fuel loads for the flights.

2 Yeah. That, I believe, is at the stations.

3 MS. PRICE: Okay, that's all the questions I have. Thank
4 you.

5 MR. WILLIAMS: Katie, do you have any questions?

6 MS. ROWEL: I think I just had a couple on here I just
7 wanted, so --

8 BY MS. ROWELL:

9 Q. So we were talking about the OCC and the number of flights
10 that you were handling that morning. Do recall about how many
11 other flights that you released from the time you released this
12 flight until you were notified of the accident?

13 A. I couldn't give you an exact number. Guessing, maybe 15.

14 Q. Okay. And so am I correct in the time from the -- the time
15 of the accident notification and from the time it was released was
16 about 40 or 50 minutes? Would that be correct?

17 A. That'd be -- yeah. That'd be about --

18 Q. Okay. So about 15 flights, maybe, in about 50 minutes?

19 A. Maybe, yeah. Usually by 8:30 we have 30-plus flights in the
20 air. So roughly, you know, 10 to 15, yeah. That would be closer,
21 yeah, to 10.

22 Q. Okay. All right. And do you remember how many other OCAs
23 were in the office at the time that morning?

24 A. Two more. Two other ones. I actually don't remember who it
25 was.

1 Q. Oh, okay. That's fine.

2 All right. And you had talked before about how the safety
3 culture has really changed at Hageland over the last years that
4 you've been working there. In your experience, do you think
5 pilots listen to your input as an OCA in regards to safety or
6 weather concerns when they call in?

7 A. My answer is yeah. Yes, they do. They have an increased
8 appreciation for our office and what we do, and that was stated by
9 a couple pilots. If we were to encounter some of those pilots
10 that didn't, we are to notify their supervisor if we're having,
11 you know, conversations and -- just, as well, the RA3 factor
12 starts pulling, if they didn't. Which used to be the fact, and I
13 don't see that anymore.

14 Q. Okay. We were talking about your training before as an OCA.
15 Do you recall being trained on how to read weather reports when
16 you were in initial training?

17 A. Yes. Went over that with Ron when I didn't understand
18 anything. And it starts with reading them out loud. Ron
19 Underwood, he -- and even Randy. That's the senior -- not senior,
20 but the certified 121 dispatchers that helps with the information
21 if there is a question.

22 Q. Okay. So is that mostly part of your on-the-job training or
23 classroom training where you received your weather training?

24 A. Both. Both.

25 Q. Both?

1 A. Yeah.

2 Q. Okay. And do you recall being trained on that in recurrent
3 training 2 months ago? Spending any time on weather?

4 A. We touched on it, but not in depth.

5 Q. Okay. And I just have one other question. About how many
6 different programs or systems do you monitor for a flight? You
7 talked about flight logger. You talked about seeing the blue dot
8 on the screen. So about how many systems do you have to monitor?

9 A. Start with -- to do -- got two computers. To plug in our
10 release, we use FlightMaster. That's one. To track the flight,
11 we use Flight Tracker. That's two. We pretty much use those to
12 track the flight. To track the weather, we use the second
13 computer, middle monitor. Usually pulls up the weather and
14 anything that might be changing.

15 Along with that, we have multiple webcam pages, the company
16 email. Right monitor, second computer has the bubble board from
17 MCC, indicate the plane is good enough to use through the color
18 system that they have. As well as on that -- third monitor,
19 second computer I have all my NOTAMs up per station. Four
20 screens, four active screens. We use ForeFlight as well, a fifth
21 screen, mostly for reference, and which pretty much has all the
22 information on the second computer with the weather, the NOTAMs
23 per airport destination. So we use that for good references to
24 crosswinds for an airport. Even NOTAMs, as secondary backup too,
25 in case our computers go down.

1 MS. ROWELL: Okay. I don't think I have anything else right
2 now.

3 MR. WILLIAMS: Okay. All right, last few follow-ups that I
4 have here. You doing okay?

5 MR. PANAMAROFF: Yeah.

6 MR. WILLIAMS: Okay.

7 BY MR. WILLIAMS:

8 Q. About the training, especially with the recurrent training,
9 or since you've been -- at that point you've gone through initial,
10 you guys have been on the job for a while. Are there any sort of,
11 I guess, scenarios or exercises, like: Hey, here's a flight
12 that's going to go from Point A to Point B; here's your weather
13 packet; you know, how would you assess this flight? Do they work
14 through anything like that? Do you do sample exercises?

15 A. I'm trying to recall if we did it this year, but we have in
16 the past. I don't recall if we did it this year. But yeah, we've
17 done those before.

18 Q. Do you recall if they ever threw in something that's not
19 correct to see if you could catch it?

20 A. Actually the way they word some of the questions in the test
21 is to see if you're paying attention and to see if you absorbed
22 the information, are worded incorrectly to see if you can catch
23 it.

24 Q. Okay. And so the days leading up to this, so about April 9
25 through the 11th, that Monday, Tuesday, Wednesday, as far as --

1 were you on a normal schedule? What was your -- did you work
2 those, all those days?

3 A. Yeah, I worked -- I'm a Monday through Thursday, 5 to --
4 5 a.m. to 3 p.m. I work the schedules that I'm assigned. Didn't
5 do any other shift.

6 Q. And did you feel rested coming in?

7 A. Actually, yeah, I felt very rested. Good mood. Pilot was
8 good mood too, so it was -- felt like a good morning.

9 MR. WILLIAMS: Okay. I think that's all I have.

10 Mike, did you have anything else?

11 MR. RICHARDS: Yeah, I did have just a couple follow-up
12 questions regarding the area forecast.

13 BY MR. RICHARDS:

14 Q. Okay. What system do you use to acquire the area forecast?

15 A. We use the AAWU site. Alaska Aviation --

16 Q. Okay, so you use the -- yeah, so that's -- essentially you're
17 going to an Internet website, correct?

18 A. Yes. Yes.

19 Q. Okay. So to update, if there is an area forecast that's out
20 and you want to update that and see if there's been a new one
21 issued, you need to move the mouse and make a click or hit update
22 on the webpage. It requires an action, correct?

23 A. Correct.

24 Q. Okay. The morning -- so the morning of the accident, you
25 said you got into the office about 4:45, started -- clocked in

1 about 5 a.m. And it's at this point that you start reading
2 through the weather for the state, making sure of problem spots.
3 Is this about the time that you would check the area forecast?

4 A. Yes. That's one of the first things I do, right at 5. I
5 start reading the --

6 Q. And then you said you first -- I'm sorry. I cut you off.

7 A. (Indiscernible) do that. Yes.

8 Q. It's more difficult over the phone. And then you said you
9 first started talking to the pilot who was involved in the
10 accident about 7:30 or 7:40; is that correct?

11 A. Right. Correct.

12 Q. Do you recall the last time prior to speaking with the
13 accident pilot that you checked for an update on the area
14 forecast?

15 A. I can't recall if I updated that -- I can't recall if I ever
16 updated that program right at the time.

17 Q. Okay. Is it possible or is it -- is it possible that when
18 you spoke with the accident pilot at about 7:30 or 7:40 that
19 morning, that you were reviewing the area forecast that you pulled
20 up when you first came on shift?

21 A. It could have been possible.

22 MR. RICHARDS: Okay. Thanks for that clarification.

23 Shaun, I don't, I don't have any further questions.

24 MR. WILLIAMS: Okay. Thanks, Mike.

25 MS. PRICE: I have a quick question. A quick follow-up.

1 BY MS. PRICE:

2 Q. Are you using the FAA weather camera sites to also update, or
3 is there one at Atqasuk? I don't know --

4 A. There is cameras at Atqasuk, but they've been down for a
5 couple months, I would say. Same thing with the ceiling. We
6 reference that when it's available.

7 MS. PRICE: Okay. Great. Thank you. That's all I have.

8 MR. WILLIAMS: Katie, you have anything else?

9 MS. ROWELL: No, I don't have anything else.

10 MR. WILLIAMS: Okay. So James, is there anything else you
11 can think of or you think we didn't ask you that you wish we had?
12 Anything that could kind of help us out here?

13 MR. PANAMAROFF: Not off the top of my mind. I tried to be
14 as thorough as I can.

15 MR. WILLIAMS: And we appreciate it. Thank you, thank you
16 very much for coming in and taking the time to talk with us.
17 It'll definitely help paint this picture and try and figure out
18 exactly what happened out there.

19 MR. PANAMAROFF: Okay.

20 MR. WILLIAMS: Okay. All right.

21 (Whereupon, the interview was concluded.)
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: HAGELAND AVIATION FLIGHT 3370
 APRIL 11, 2018
 Interview of James Panamaroff

ACCIDENT NUMBER: ANC18LA031

PLACE: Anchorage, Alaska

DATE: May 9, 2018

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.



Eileen Gonzalez
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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HAGELAND AVIATION FLIGHT 3370

* Accident No.: ANC18LA031

APRIL 11, 2018

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Interview of: ERIC J. REITER

Pilot

NTSB Conference Room
Anchorage, AlaskaWednesday,
May 9, 2018

APPEARANCES:

SHAUN WILLIAMS, Investigator in Charge
National Transportation Safety Board

NOREEN PRICE, Aviation Accident Investigator
National Transportation Safety Board

MIKE RICHARDS, Senior Meteorologist
National Transportation Safety Board

TOM JACKY, Aerospace Engineer (Airplane Systems)
National Transportation Safety Board

ERIC WILSON
Federal Aviation Administration

RICARDO ASENSIO, Air Safety Investigator
Textron Aviation

JAY ELLER
Honeywell International, Inc.

MIKE FOSTER
Honeywell International, Inc.

KATIE ROWELL
Ravn Alaska

BART TIERNAN
(On behalf of Mr. Reiter)

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I N T E R V I E W

(1:00 p.m.)

MR. WILLIAMS: All right. Rick, again, you know, thanks for coming in and talking to us. We do have the recorder going now.

So as I said before, Shaun Williams. I'm the investigator in charge of the NTSB for the accident that happened. As you know, NTSB is the federal agency charged with determining probable cause of transportation accidents and improving safety. We're not a part of the DOT. We're not a part of the FAA. No regulatory or enforcement powers at all. We're here to determine what happened, why it happened, and how we can prevent it from happening again.

So taking part today: I'm Shaun. This is Noreen Price; she's another NTSB investigator. We have Katie Rowell from Ravn, Eric Wilson from the FAA. On the phone, we have Mike Richards, the NTSB aviation weather, Tom Jacky from our systems group, and Jay Eller from Honeywell, and Ricardo Asensio from Textron Aviation. So they're all parties to the investigation.

Do you have -- I have to ask, do you have any objection to anybody here being a part of the interview?

MR. REITER: I have no objections.

MR. WILLIAMS: Okay. So today we'll be using the digital recorder to record the interview. We'll have it transcribed, and the transcript, not the audio, will be a part of the public record. It will go in our public docket. The audio itself will go away once the transcript is complete.

1 MR. REITER: Okay.

2 MR. WILLIAMS: Is that Mike?

3 MR. FOSTER: Yes, it is.

4 MR. WILLIAMS: And Mike Foster from Honeywell is also on the
5 line. So like I said, the interview is part of the fact-finding
6 phase of the investigation. Just here to ask questions about
7 facts and circumstances around, what is it, Flight 3370 on April
8 11th. You're the one who knows what happened. You were the one
9 that was there. So that's why we're trying to talk to you and
10 find out what you know from it. We cannot, however, offer any
11 guarantee of confidentiality or immunity. Like I said, it's going
12 to be in the public docket.

13 MR. REITER: I understand.

14 MR. WILLIAMS: Each of the group members will have a chance
15 to ask questions. We'll ask them one at a time. Everyone has
16 been instructed not to interrupt the person who is asking, and
17 then there will be an opportunity for each group member to ask
18 follow-up questions once each round is done.

19 So I will start, ask my questions, and then go to the next
20 person, and we'll go around. Usually it's about two rounds and
21 people are out of questions and everybody is tired.

22 So please answer all the questions to the best of your
23 recollection. If you don't understand a question, ask to have it
24 repeated or explained. If you realize you misstated or need to
25 modify a previous answer, please do so. Feel free to correct

1 yourself if you catch something later.

2 You're entitled to have one representative of your choosing.
3 Is there someone you would like to have as your representative?

4 MR. REITER: Yes. Bart Tiernan.

5 MR. TIERNAN: Okay. So Bart, you can direct Rick not to
6 answer a question or to request a short break to confer with him;
7 however, you cannot answer questions for him. Okay.

8 MR. TIERNAN: Right.

9 MR. WILLIAMS: Do you have any questions before we get going?

10 MR. TIERNAN: No, sir.

11 MR. WILLIAMS: Okay.

12 INTERVIEW OF ERIC J. REITER

13 BY MR. WILLIAMS:

14 Q. So, for the record, if you could please state your name and
15 title.

16 A. My name is Eric John Reiter. I'm a pilot with Hageland
17 Aviation, part of the Ravn Aviation Group.

18 Q. And can you give me an overview of your background?

19 A. Initially learned to fly in about 1990, in Colorado Springs.
20 Got my private, instrument, commercial, CFI all in Colorado
21 Springs. Taught flying five summers for the -- for a group that
22 had a contract with the Air Force Academy for IFT, introductory
23 flight training. I then went on to fly for a Part 91/135 operator
24 in Houston, Texas, flying King Airs predominantly. Got furloughed
25 after a couple of years when the economy tanked. Ended up flying

1 for a friend of mine, who was chief pilot at K2 Aviation in
2 Talkeetna. Flew with them for a summer. Then, on the
3 recommendation of a previous co-worker, ended up flying for Ute
4 Aviation -- or Ute Air, rather, out in Bethel, for 4½ years, until
5 they closed their doors. I was then picked up by Hageland, and
6 I've been with Hageland just over a year.

7 Q. So what positions at Hageland have you held, besides 208
8 captain?

9 A. I'm also qualified in the 207.

10 Q. Okay. So did you start in the sled and then --

11 A. No.

12 Q. -- move over?

13 A. No, I was brought in as a 208 captain. Basically a street
14 captain, as they were. I had been flying 207s at Ute for 4½
15 years. So I had quite a bit of time. They decided to keep me
16 dual qualified.

17 Q. Okay. About how much time do you have?

18 A. I'm -- at this point I'm in the process of putting all my
19 paper logs into Flightbook Pro -- or Logbook Pro, rather. I got a
20 long way to go. I believe right now I'm at -- right up around
21 8,000 hours.

22 Q. Okay.

23 A. And I do have an ATP.

24 Q. Okay. That's a big job, getting that moved over to Logbook
25 Pro.

1 A. Yes, it is.

2 Q. Takes a long time. So do you fly outside of work at all, or
3 just --

4 A. I used -- well, as obviously going through my formative or my
5 beginning years, I flew whenever I could. I do very little flying
6 outside of work at this point.

7 Q. Okay. So I want to talk about the day of the accident here.
8 And to kind of help out, I have the tracks. So I'll hand these to
9 you so you can kind of look at them. So the one we're looking at
10 here, this is the -- from the ADS-B track, and it actually stops
11 at that last dot there. Okay. This little band, that's from the
12 last point to the accident location.

13 A. Uh-huh.

14 Q. This is from the TAWS box. So this picks up right about that
15 last point and then goes over to the accident spot. So this was
16 just top down looking at the view.

17 A. So the red dot is the --

18 Q. That's the location of the accident.

19 A. Okay.

20 Q. This very last green dot right there, that's where the ADS-B
21 stopped.

22 A. Okay.

23 Q. Okay. So that line right there, you can kind of disregard
24 that straight line.

25 A. And this was what, you said again?

1 Q. This is about the final --

2 A. That's the TAWS download?

3 Q. Yes, sir.

4 A. Okay.

5 Q. This is about the final 20 seconds or so of data.

6 A. Just out of curiosity, what's the distance between these two
7 points?

8 Q. About a mile. Right?

9 FEMALE SPEAKER: Yeah. I don't know. I'm going to have to
10 look at the data again.

11 MR. WILLIAMS: Yeah.

12 FEMALE SPEAKER: I can pull it up on my computer.

13 BY MR. WILLIAMS:

14 Q. So looking at this, can you kind of walk me through -- well,
15 before we get into the flight, when you showed up at the airport
16 in the morning -- can you walk me through the prep, up until the
17 time of departure?

18 A. Showed up at the airport about 7:00. We go to the mechanic's
19 office. We pick up our cans, check them for any squawks, any sort
20 of issues that the mechanics may have found during the overnight
21 when they kind of review everything. Then we go to the hangar
22 that the aircraft are kept in. We preflight. We pull the planes
23 out, do our initial run-ups, all of our first start checks and
24 such like that. Then we pull over to the terminal area, in front
25 of the terminal, where we would be loaded and boarded, whatever.

1 And then, let's see, I think I fired up just before 7:00 -- or
2 just before 8:00. Excuse me. And then I departed, I think, just
3 a couple of minutes before 8.

4 Q. Okay. When did you call the OCA? Kind of walk me through
5 that.

6 A. OCA?

7 Q. The operations control agent.

8 A. Oh.

9 Q. Can you walk me through that release process?

10 A. OCC. Okay.

11 Q. Yes.

12 A. That would have been probably 10, maybe 15 minutes before I
13 engine started.

14 Q. Okay. So if you left a few minutes before 8 -- so you're
15 thinking probably about --

16 A. Maybe 7:40, 7:45.

17 Q. Okay.

18 A. I mean, I'm just -- that's kind of a guess because that's
19 kind of a usual. But --

20 Q. Do you remember anything about that conversation? Kind of
21 going through the weather and --

22 A. It was very standard conversation. We were extremely clear
23 in Barrow that morning. I had phoned the AWOS in Atkasuk, to get
24 the weather there. It seemed adequate, though it was NOTAM'd that
25 ceilings were out of commission. They had been for quite some

1 time. After -- you know, that was mentioned in the conversation.
2 Other than that, we had agreed that -- he and I agreed that it was
3 a good shot at a VFR flight.

4 Q. Okay. So you would have called in while you were on the
5 phone with the OCC? Is that when you would have called the ASOS?

6 A. No, we call that first.

7 Q. You call that first. Okay. And then did you guys call it
8 again while you were on the phone or --

9 A. No.

10 Q. -- check in again after that?

11 A. No. They -- I guess they have access to it -- do they have
12 access to it on a computer? I assume they do. But no, it wasn't
13 even broadcasting on Internet. They would've had to have called
14 it as well.

15 Q. Okay.

16 A. We would have called it independently.

17 Q. Okay. Okay. So looking at these views here, with Barrow
18 being this corner way up there, can you kind of walk me through
19 the flight, where things happened, where you were -- your decision
20 making as you're going through, where you started your descent and
21 things like that, from what you can recall.

22 A. Okay. I took off from Barrow, runway 7. I was on a heading
23 of about 1-8-0, which is due south heading straight to Atqasuk.
24 Climbed to 2,500 feet. Was in cruise at 2,500 on the autopilot.
25 At about 15 minutes out, I called our village agent on the VHF

1 radio, told him I was 15 minutes out and that I had 1500 pounds,
2 approximately, of mail and bypass. He replied that, you know,
3 he'd got that information.

4 Continued inbound. When I was about, oh, I don't know, 10
5 miles or so out, I descended to 1500 feet. Everything is still
6 clear, still full ground contact. About 3 or 4 miles or so
7 outside of Atqasuk there became a -- what I viewed as a cloud
8 layer, at approximately 1,000 feet or so. At that same distance I
9 could not see the village. So at that point I -- well, didn't
10 divert, I changed heading toward DUVFU, which is an initial
11 approach fix for the RNAV 6 into Atqasuk. My goal at that point
12 was to initiate the approach, and but -- not to initiate the
13 approach, but to set myself up for the approach in a way that I
14 was going to get a pop-up clearance for the approach, either from
15 center or from Barrow Flight Service, you know, as a relay through
16 them.

17 And, let's see, what happened next. Next thing I know, just
18 as I was about to communicate with them, I got an audible tone
19 indicating the autopilot had disconnected. It took me a few
20 seconds to realize that was -- you know, to analyze it and figure
21 out that's what had happened. In that few seconds, the aircraft
22 began an uncommanded descent.

23 So at that point I went -- started, you know, kind of tried
24 to figure out what was going on. Realized I was in a pretty rapid
25 descent initially, and just started trying to recover. And it was

1 a -- I don't know how to describe it. As I was trying to level
2 out the aircraft, I mean, I'm sitting there watching the attitude
3 indicator primarily, and the air -- or altimeter. The altimeter
4 was unwinding. I finally thought I was -- I had gotten it under
5 control. I brought the attitude indicator back to neutral, you
6 know, back to level, it seemed. And the altimeter was hardly
7 moving, and that's when I impacted the ground.

8 Q. Okay. Do you remember about what altitude you were when this
9 -- when you got the tone and the autopilot disconnected?

10 A. I was at 1500 feet.

11 Q. You were at 1500?

12 A. Yeah.

13 Q. Okay. Had you leveled at that point?

14 A. Yes. Yes, yes. I had been in level cruise at 1500.

15 Q. Okay. And when you were trying to recover when it went into
16 the pitch down, did it -- was it a trim? Did you get the sense
17 that it was a -- like a runaway trim, or was it a controlled
18 force? Or --

19 A. I really am not sure. I know that I had a great deal of
20 resistance to the control wheel as I was trying to level the
21 aircraft off.

22 Q. Okay. And then, so it was just the one horn that you heard
23 when it -- or the one audible when it disconnected?

24 A. Yeah. When -- if I'm correct, every time the autopilot is
25 disconnected you get a single pitch, short -- I don't know how

1 long it lasts, a second or two perhaps; I don't know if it's even
2 that long -- a tone that indicates the autopilot disconnect.

3 Q. Okay. And do you recall, did the -- when it pitched down,
4 did your yoke go all the way forward, did it start to go forward,
5 or was it still neutral when the aircraft was descending? What
6 was the disposition of the yoke?

7 A. I don't recall it moving at all.

8 Q. Okay. Do you remember hearing a TAWS alert at any point?

9 A. I do not recall.

10 Q. Okay.

11 A. I know that there are several that can happen, but I don't --
12 at that point, I really don't recall.

13 Q. Okay. Okay, so the other one that I have here -- I'll show
14 you this one. And actually, the -- yeah, I'll show you this one.
15 So these are the top-down views, like I told you, for the flight.
16 Here is the profile view. So here is the cruise level,
17 essentially, and then it starts the descent down. And again,
18 right here is where the last data point for the ADS-B is. So this
19 is where the TAWS picks it up, is right here. Okay.

20 A. I'm not understanding what --

21 Q. Okay. So this is cruise altitude. This is your descent. So
22 you can see the height above the ground by these lines here, as it
23 goes down towards --

24 A. And what is --

25 Q. -- the impact point.

1 A. What is the distance here? I mean, I --
2 Q. Same thing. This is about a mile.
3 A. Oh, 500?
4 Q. Yes, sir. So this one is the exact same distance as this one
5 here. You just can't see the turn because you're looking at it
6 from the --
7 A. Right.
8 Q. -- from the side. So this is from where you started your
9 descent down.
10 A. So this is where --
11 Q. This is about 2500 here.
12 A. Oh, okay.
13 Q. And then now you're in the descent going down.
14 A. Okay. So where am I at 1500 then? Here?
15 Q. So this picks up at 500 here. Roughly.
16 A. That's 500?
17 Q. I think this is 850.
18 A. What --
19 Q. So you're looking about -- 1500 would be right in this area.
20 A. Well, this would have been where it all happened then.
21 Q. Okay. And do you recall how long you were in -- do you
22 remember being in level flight at 1500 feet?
23 A. I don't recall exactly.
24 Q. Okay. That's fine. Okay. So when you descended down and
25 you went to 1500, what was -- what made you pick 1500? Was that

1 just above the clouds, and to make the turn? Or --

2 A. Well, it was certainly above the clouds.

3 Q. Right.

4 A. Like I said, the cloud level was somewhere in the vicinity --
5 I'd take a guess at 1,000, somewhere in that ballpark.

6 Q. Okay.

7 A. Being that I was still at that point already planning on the
8 approach, I knew I had to climb. The initial approach fix
9 requires you to be at least 2,000 feet on that approach. I didn't
10 see any reason to go any lower than that, you know, I mean, just
11 to climb back up. Plus that would have put me IMC.

12 Q. Okay.

13 A. So --

14 Q. Okay. And can you normally reach center or flight service
15 from Atqasuk from -- while doing that area?

16 A. At that altitude, flight -- or center would be probably not.

17 Q. Okay.

18 A. Usually you've got to be closer to 3,000. 4,000 is pretty
19 much a given. So I didn't -- you know, I mean, you got to go
20 through the procedures. They're my first choice. But the way I
21 had planned it was, if I couldn't get ahold of center, reaching
22 Barrow Flight Service at that point is pretty common.

23 Q. It is able that you --

24 A. Yeah.

25 Q. Okay.

1 A. You can talk to them.

2 Q. Okay.

3 A. They would have been my second call, to get a relay
4 clearance. If I had not been able to reach them, I would have
5 RTB'd, return to base.

6 Q. Okay. And you had -- when you planned for the flight, did
7 you plan round-trip fuel then?

8 A. Um-hum.

9 Q. Okay. Do you remember about what you had?

10 A. 1200.

11 Q. You had 1200?

12 A. Right about 1200 pounds.

13 Q. Is that when you departed Barrow?

14 A. Yes.

15 Q. Okay. So did you -- I believe I heard you flew this airplane
16 the night before?

17 A. I had been flying that the entire shift.

18 Q. The entire shift. Okay. Any maintenance issues at all that
19 you can remember, anything going on?

20 A. No. No. Nothing significant.

21 Q. Okay. And didn't -- you didn't have an autopilot disconnect
22 on any of the previous legs that you can remember that you did --

23 A. No. Not that I recall.

24 Q. Okay. All right. So to go back to the weather, I think you
25 said when you called up -- do you remember about what it was when

1 you called out --

2 A. The AWOS?

3 Q. Yeah. Did you call the AWOS en route?

4 A. Yes. Matter of -- I should have said that. Right after the

5 agent called, at about 15 minutes out, I did check the AWOS from

6 the air, and the numbers were fairly consistent. If I remember

7 correctly, the AWOS when I called them by phone from Barrow was

8 showing 9 miles vis, and I believe it was still showing -- or it

9 was calling 7 miles when I radioed in.

10 Q. Okay. So is it safe to say then, when the autopilot

11 disconnect occurred, as far as time for -- did you try a breaker

12 or did you try anything, or just kind of close to the ground --

13 A. I just pulled --

14 Q. -- try and recover?

15 A. Yeah. I just tried to recover.

16 Q. Okay. Okay. All right. This will help us out later. So if

17 you can remember it, great. During cruise, do you know about what

18 you set the RPM to?

19 A. Standard cruise, about 1800 pounds of torque, 1650 on the

20 prop.

21 Q. Okay.

22 A. Standard cruise configuration.

23 Q. Okay. So have you flown into Atqasuk before?

24 A. Many times.

25 Q. Many times. Okay. So this wasn't the first one. How is the

1 weather out there? Is it rapidly changing; is it kind of slow
2 going? What's your experience in it? I haven't flown in it.

3 A. I'd only been there a little bit more than a shift so, you
4 know, I don't have a great feel for that, you know.

5 Q. Okay. So you had been on shift for -- this happened on the
6 11th, so --

7 A. That would have been my 11th day on shift.

8 Q. Okay. And you showed to the airport about 7 a.m., you said?

9 A. Yeah. Our report time is 7:00 each morning.

10 Q. And the previous 3 days had been the same as well?

11 A. Yes.

12 Q. Did you have -- was there a morning meeting? Morning
13 briefing, this date?

14 A. Yeah, kind of. We -- there are only three aircraft based
15 there.

16 Q. Okay.

17 A. So -- and we all come in together. We all live in the same
18 facility. We drive in together. So we're all there at the same
19 time. We each have our own scheduled flights, so we're all kind
20 of on our own to kind of get our preparations and things. As far
21 as a standard morning meeting, other than just kind of orientation
22 for the day, that was pretty much about it.

23 Q. And was it just you guys? Was there a lead or --

24 A. Yes. The lead is Jim Winchester.

25 Q. Okay.

1 A. He's a pilot -- PIC on the 1900 that's based there, first
2 shift.

3 Q. Okay. So the previous night, how do you think -- what time
4 did you wake up on the day of the accident; do you remember?

5 A. I usually -- my alarm usually goes off at about 5:30.

6 Q. Okay. And is that pretty consistent each day?

7 A. Well, yeah. Yeah. I mean, by the time I get up, take a
8 shower and kind of make my lunch and kind of get myself going.

9 Q. What time would you say you normally go to bed, or did you go
10 to bed the night before the accident?

11 A. Anywhere between 10 and 11:30 is average for me.

12 Q. Okay.

13 A. And what time it was that night, I don't recall.

14 Q. Okay. Do you remember, did you feel rested, good sleep?

15 A. Uh-huh.

16 Q. Okay. So how long -- what's your normal workday like? Like
17 the previous day or couple days, as far as how many flights, that
18 sort of thing.

19 A. It seems to me -- I mean, I'd have to go back and look at
20 records, but we fly maybe anywhere from four to nine legs a day,
21 depending upon what we're scheduled to do. If we're doing longer
22 legs, obviously there's a fewer number. And then we will throw in
23 some of what we call extras on occasion. But we didn't have a
24 whole lot of stuff to move, so we were kind of down on extras. So
25 we weren't flying huge numbers.

1 Q. Okay. So have you been -- have you had any other accidents,
2 incidents --

3 A. No.

4 Q. -- ever? No? Okay. No performance issues or anything like
5 that over the --

6 A. No.

7 Q. All right. Okay. Have you ever had any other in-flight
8 emergencies that you can remember?

9 A. You mean in my whole career flying, or you mean --

10 Q. Hageland, Ute, you know, up here. Because you've been flying
11 for a long time, so --

12 A. Yeah. I mean, you know, you have some alternator failures
13 where you throw a belt or something like that, or com failures or
14 -- but other than that, no.

15 Q. Okay.

16 A. You know, pretty run-of-the-mill stuff, as it were.

17 Q. Yeah. And no major changes in health or anything at home,
18 nothing like that?

19 A. No.

20 Q. Okay. All right. Are you on any medications or anything?

21 A. I am. I take six different medications. I am Type 2. I
22 also have very minor hypertension, and I had some cholesterol
23 issues. All of those are pretty well under control. I deal with
24 specialists every 3 months.

25 Q. Okay. So getting back to the flight here, prior to the

1 disconnect, what was the workload like?

2 A. You mean how stressful was it? How -- what was going on
3 that --

4 Q. Was it a high workload, that -- you know, trying to get ready
5 going into Atqasuk and looking at the weather, that sort of thing?

6 A. Oh, no. It was pretty low-key.

7 Q. Okay.

8 A. I would say pretty low on a workload level. Obviously things
9 changed when I couldn't see the village from a certain distance
10 out. And then all the sudden I say, okay, it's time to change the
11 plan here. And then, of course, you start doing things. I had
12 loaded the RNAV 6 into the GPS. I had not activated it, just
13 loaded it. Turned the aircraft, changed the heading into the
14 direction of DUVFU, getting ready to make radio calls, obviously.
15 You know, things start to pick up a little bit because the plan is
16 changing, but other than that, nothing extraordinary.

17 Q. Okay. So just a couple organizational type questions here,
18 and then we'll pass it around and go from there with it. Okay?

19 So you've been at Hageland for about a little over a year
20 now.

21 A. Uh-huh.

22 Q. How do you like working for them?

23 A. I enjoy it. It's a good company.

24 Q. How do they compare to Ute?

25 A. Very different operations. Ute was a 100 percent VFR

1 operation. Here, of course, it's mixed, depending upon your
2 airframe. But, you know, we -- everybody kind of runs their
3 company just a little bit differently here and there based upon
4 their GOMs. But, you know, same basic work.

5 Q. You feel safe working at -- with Hageland?

6 A. Oh, yes.

7 Q. Okay. What about any pressures? You need to take these
8 flights; you know, you've got bypass, you've got priority mail, we
9 really need this to go.

10 A. No.

11 Q. No pressures to --

12 A. No, not really.

13 Q. -- get the job done?

14 A. You know, I mean, we want to get the job done, obviously.
15 But at the same time, you know, nobody is pushed out the door as
16 far as, you know, anybody from either administration or lead pilot
17 or anybody like that saying, hey, come on, you got to go do this
18 flight. If the conditions aren't right, we don't go. I think
19 everybody holds a very high safety standard.

20 Q. Okay. So your training at Hageland, did they -- did you
21 receive any training that was similar to the event that happened,
22 like autopilot runaways, pitch and turn runaways, anything like
23 that? Do you recall doing any of that?

24 A. Trim runaways, yeah. That was in the sim, back at the very
25 beginning. That would have been back in March of last year. I

1 don't recall how many times we went through that particular
2 scenario, but I know that -- I do recall that we did touch on it.

3 Q. Which sim was that? Was that the UA?

4 A. The one at UA here, yeah.

5 Q. Okay. What would you say about the overall training at
6 Hageland? The quality.

7 A. I thought it was adequate. Obviously, to me it was a brand-
8 new airplane as I entered Hageland. I thought that the training
9 was pretty adequate. Had the opportunity to fly with a lot of
10 very experienced pilots as safety pilots. You know, they imparted
11 quite a bit of information to me -- probably five, six different
12 pilots. Obviously everyone flies a little bit differently. But
13 for the most part, I thought it was pretty solid. I felt
14 comfortable with the aircraft.

15 MR. WILLIAMS: Okay. All right. So I'm going to stop there.
16 I'm going to let -- see if Noreen, do you have any questions?

17 MS. PRICE: Yeah, I do. I happen to have a couple.

18 BY MS. PRICE:

19 Q. They're kind of all over the place, so I apologize for that.
20 But -- and maybe I missed some of this information, so I'll ask it
21 again. But how many Caravan hours do you have roughly?

22 A. About 800. Just -- I think just a few more than 800.

23 Q. And did you gain all of that Caravan experience with
24 Hageland, as a captain --

25 A. Yes, ma'am.

1 Q. Okay. And how often since you've been flying for Hageland do
2 you do -- do you perform instrument approaches? How often do you
3 need to do them? If you know what I'm saying.

4 A. Down in Bethel, where I'm normally based, we would do --
5 again, I would have to go back and look at records for actual
6 numbers --

7 Q. Yeah.

8 A. -- but we would do a fair number. Up in --

9 Q. So fair, would you -- well, we'll do percentages. Maybe
10 that's a little easier. Like 30 percent, 50 percent, 10 percent
11 of your flights are done IFR? Just to give me an idea of --

12 A. You're asking me to take a guess here.

13 Q. I am, and I -- and we know that.

14 A. Yeah.

15 Q. So it's not --

16 A. You know, I honestly -- boy -- I --

17 Q. So is it -- let's keep it broader, maybe. Is it unusual to
18 do an instrument --

19 A. No. No.

20 Q. Okay.

21 A. It's not unusual.

22 Q. It's not unusual.

23 A. Not unusual. But it's even more common up in Barrow.

24 Q. Okay. All right. And did you say that this is your first --
25 not your first flight, but the first -- what do you call your

1 workweeks? What do you call them?

2 A. Shift.

3 Q. Shift, yeah, flying to Atqasuk? Is that --

4 A. No, no, no, no.

5 Q. Oh, okay.

6 A. I'd been up there the previous shift as well.

7 Q. Okay. So you have flown Atqasuk, how many times roughly?

8 A. Oh --

9 Q. Five, 10, 20? Two?

10 A. I would guess at least 20.

11 Q. At least 20. Thanks.

12 A. In the two shifts, at least 20.

13 Q. Okay. And then back to the preflight planning for the

14 flight, the weather -- the discussion that you had with OCC you

15 said you had plenty of visibility, and you both agreed it was a

16 VFR. Was there any discussion about ceilings at Atqasuk?

17 A. Other than the fact that it was NOTAM'd out of service, no.

18 Q. Okay.

19 A. We -- I think at the time we kind of made an educated guess.

20 Atqasuk is only about 55, 60 miles or so from Barrow.

21 Q. Uh-huh.

22 A. Weather was clear in a million, at Barrow. And we

23 anticipated -- it was calling 9 miles. Sometimes we get blowing

24 snow, sometimes haze, mist, that the AWOSes and ASOSes get

25 confused by. And, of course, having no ceiling reported, we made

1 an agreement -- or we kind of agreed that it was probably VFR.

2 Q. Okay. What -- do you know what the -- what are the weather
3 requirements for Hageland to fly from Barrow to Atqasuk? What did
4 you need, out -- I'm just curious. I don't know what your weather
5 requirements -- are they standard VFR or is there a more stringent
6 weather requirement for that route?

7 A. Not that I'm aware of.

8 Q. Okay. So what other weather sources did you look at before
9 the flight that day, aside from calling the AWOS station for their
10 current observation?

11 A. I look at kind of a general area chart. But there was really
12 nothing along that route that showed anything unusual or -- you
13 know, other than good weather.

14 Q. Okay. And you mentioned a tone when the autopilot
15 disconnected when the initial event -- any lights? Do you
16 remember seeing any lights come on?

17 A. I do not recall. I don't know of any lights that would have
18 come on showing an autopilot disconnect, other than maybe on the
19 scoreboard. But I did not -- I do not recall having seen a light,
20 no.

21 Q. Okay. What kind of indicated airspeed would you normally
22 have arriving like Atqasuk on a VFR flight? What do you think
23 your airspeed was about just prior to the event?

24 A. Indicated? Oh, probably between 145 and 150.

25 Q. Okay. I'm sorry. I don't fly Caravans, so I have to ask you

1 a lot of elemental questions.

2 A. That's okay.

3 Q. You're the expert here, so I --

4 A. No, I don't know that --

5 Q. -- appreciate it. So let's go back to the event, just so in
6 my mind I have an understanding. You're approaching the airport
7 from the north, heading south. And you're planning on a visual;
8 however -- and tell me if I'm wrong here, and this is my
9 understanding -- 3 miles from the airport you see cloud layer
10 below you and you understand that you're not going to be able to
11 do your visual approach. Correct?

12 A. Correct.

13 Q. So you start a turn towards initial approach fix and then
14 start setting up for the instrument approach; is that correct?

15 A. That is correct.

16 Q. Okay. Can you explain to me at that time how you were using
17 the autopilot? Understand that I don't fly the Caravan or that
18 autopilot system. So are you at that time on altitude hold,
19 heading hold, on flight director? What are you using your
20 autopilot -- how are you using the autopilot to assist you in
21 navigating at that time?

22 A. Prior to the turn, I would have been on nav and altitude.

23 Q. Okay.

24 A. In order to make the directional change -- because at that
25 point the GPS is set to take me directly to Atqasuk. In order to

1 go to DUVFU I had to change to heading mode.

2 Q. Okay.

3 A. Okay?

4 Q. Uh-huh.

5 A. I moved the heading mode, calculated what heading I needed to

6 be on in order to take me to DUVFU, the initial approach fix, and

7 turned on course.

8 Q. And then you said you needed to be at 2,000 feet. Had you

9 initiated the climb in any way, or put an altitude --

10 A. Not yet.

11 Q. No altitude changes in the autopilot system?

12 A. Not yet.

13 Q. Under other circumstances, would you -- if you needed to make

14 a descent, do you use the vertical speed mode or would you use the

15 altitude select mode to change an altitude? Or neither?

16 A. You need -- in that autopilot, you need to use both.

17 Q. Okay. So you're going to rotate an altitude in --

18 A. Right. You would input whatever altitude you wanted to

19 achieve, be that up or down. Then you have to activate your

20 vertical speed.

21 Q. Okay.

22 A. And then you can figure out do you want it to go up at X

23 number of feet --

24 Q. 500 -- okay.

25 A. -- per minute or down at X number of feet per minute.

1 Q. So during this period of transitioning to your instrument
2 flight and prior to the event, you would've had 1500 dialed in,
3 then; right?

4 A. That is correct.

5 Q. Okay. And when the autopilot initially disconnected, what
6 were you doing again at that moment? Were you on your
7 instruments, were you on the radios, were you changing the
8 autopilot? Do you remember -- you know, and I know it's tough.
9 Just go back to that moment in time and think about what was
10 happening when that moment --

11 A. At the moment that it disconnected, I was actually reaching
12 for the audio panel in order to set the radios to where I could
13 communicate with either center -- well, center was the one I was
14 getting ready to attempt to.

15 Q. Okay.

16 A. But then, like I said, I had both center and Barrow Flight
17 Service in on the same radio. So --

18 Q. Okay. And then --

19 A. But I was literally just reaching for the audio panel.

20 Q. Okay. And then previously you said it -- there was an
21 uncommanded descent; correct?

22 A. Yes.

23 Q. And that it was a rapid descent. Can you give me an idea of
24 what rapid means? Because it might have a different meaning.

25 A. Maybe rapid isn't the right word. Maybe strong. It was not

1 a change in pitch that created a negative G.

2 Q. Okay.

3 A. In other words, you know, you don't get that light feeling.

4 Q. Yeah. Okay.

5 A. But it was significant. It was positive down.

6 Q. Would it -- do you believe that it was a greater rate of

7 descent than a descent -- a visual descent or an instrument

8 approach descent; was it greater than that? Like over 1,000 feet

9 per minute. Or -- I'm trying to understand if you were surprised

10 by the fact that you had an uncommanded descent or were you

11 surprised by the rapid rate of descent?

12 A. I was surprised by the descent.

13 Q. By the fact that there was a descent?

14 A. Yes.

15 Q. Okay.

16 A. Normally when you disconnect an autopilot it -- sometimes it

17 will bobble a little bit, you know, because for whatever reason.

18 Q. Yeah.

19 A. But generally it will hold pretty much whatever heading you

20 were on. It will hold whatever altitude, plus or minus.

21 Q. Uh-huh.

22 A. You know, I mean, it will be fairly -- you know, sometimes

23 you get a little burble as it disconnects and then you take

24 command of the aircraft. But this one was not that. It went nose

25 down.

1 Q. And did you do anything with the power, the throttle when
2 that occurred? Were you -- can you explain to me what you did
3 with the power at that time when you --

4 A. I don't recall doing anything with the power at that time.

5 Q. Okay.

6 A. I think -- again, I was kind of surprised by this event. I
7 immediately kind of started looking at instruments to analyze what
8 situation had occurred. And to the best of my recollection, I had
9 both hands on the control wheel trying to level the aircraft out.
10 I do not recall changing the power.

11 Q. Okay. How about the pitch? The electronic -- I should say
12 the autopilot disconnect button. Do you remember hitting that at
13 all?

14 A. My hands were not on the control wheel when it disconnected.

15 Q. And after that, though, did you do anything with the pitch
16 trim on the autopilot switches on the control column?

17 A. I don't recall doing anything with the pitch. I -- as I was
18 pulling -- I mean, I did have both hands on the control wheel.

19 Q. Uh-huh.

20 A. I may have. I don't recall.

21 Q. That's okay. That's not unusual to not be able to remember
22 every detail during an event like that. So I appreciate what you
23 can recall. Yeah. Thank you.

24 A. I'm sorry. It's not great.

25 Q. No, that's all right. Do you believe that this was a pitch

1 trim runaway? In your experience, with your training, does this
2 match that description?

3 A. I have never had a pitch trim runaway. I -- other than the
4 couple of times we might have been shown that experience in the
5 sim, I have no experience with that. So I can't judge that.

6 MS. PRICE: Yeah. Okay. That's all the questions I have.
7 Thank you very much. I appreciate it.

8 MR. WILLIAMS: Kate? Do you have any questions?

9 MS. ROWELL: Just a couple, just to clarify a couple of
10 things.

11 BY MS. ROWELL:

12 Q. So I'm not familiar with the autopilot on the Caravan, but I
13 am familiar with the one on the Dash. So I just want a little
14 clarification here. For when you're setting your altitude to --
15 in your descent, you are -- and correct me if I'm wrong -- but
16 you're dialing in the altitude that you want to descend to.

17 A. Correct.

18 Q. Would that be correct? Okay. Then you're adjusting your
19 vertical speed?

20 A. Correct.

21 Q. Okay. Is there any other button that you might push to
22 capture that altitude?

23 A. You mean the arm button, perhaps?

24 Q. So --

25 A. But now, normally on the 225 it automatically arms as soon as

1 you change the desired altitude.

2 Q. Okay. So it arms automatically to capture that altitude?

3 A. Yes. Yeah.

4 Q. Okay. All right.

5 A. Yeah. When you're going from -- when a first start-up, for
6 example, and you're just programming the autopilot, you actually
7 have to press altitude; you actually have to press arm. You
8 actually have to manually go through some of these steps. Once
9 the autopilot is functioning, it pretty much runs -- I'm not going
10 to say autonomously, but it -- there are certain features that are
11 automatic.

12 Q. Okay. All right. And then I had another question. After
13 the autopilot disconnected, do you recall seeing the pitch trim
14 wheel move at all?

15 A. I do not recall.

16 MS. ROWELL: Okay. All right. I don't think I have any
17 other questions right now.

18 MR. WILLIAMS: Okay. Do you have any questions, Eric?

19 MR. WILSON: Not at this time.

20 MR. WILLIAMS: Okay. On the phone, Tom, do you have any
21 questions?

22 MR. JACKY: Yes, I do -- just a couple. And first of all,
23 let me just say thanks for letting me participate and thanks for
24 doing this interview. I haven't done too many of them. I'm an
25 engineer. So I'm not an operations guy, so I don't get the chance

1 to talk to live people all that much. So you'll have to excuse
2 me.

3 BY MR. JACKY:

4 Q. First of all, let me just ask you, on a personal matter or
5 aside, were you hurt at all, or -- the photographs look horrific.
6 Were you able to get out of the airplane okay, and all that?

7 A. Yes, I was. Thank you.

8 Q. Okay. And then one -- basically my job is going to be to go
9 back and look at the airworthiness of the airplane. So just a
10 couple of questions from that standpoint. If you already said
11 this, I apologize. But were you using the TAWS inhibit switch
12 during the flight at all; do you recall?

13 A. No. It was uninhibited.

14 Q. It was uninhibited for the entire flight?

15 A. Yes, sir.

16 Q. Okay. All right. And then as far as we've been discussing
17 or you've been talking about the trim, and I was just kind of
18 curious for the use of the trim for the airplane in general. I
19 presume that when the airplane is on autopilot you don't need to
20 trim at all; is that essentially correct?

21 A. The autopilot pretty much trims itself. It's autonomous at
22 that point.

23 Q. Okay. And when you're hand flying it, what sort of use of
24 trim do you have to use? Is there a way to characterize that?

25 A. I'm not sure exactly what you're asking.

1 Q. Do you use the trim at all when you're hand flying or you're
2 just using the column and the wheel?

3 A. Oh, no, of course we trim. And it -- depending upon what
4 you're doing, you may use either the power trim switch or you may
5 do it manually. I think for more gross trim movements I tend to
6 use the power. If I'm trying to fine tune the trim, I tend to do
7 it manually.

8 Q. Okay. And I think you had mentioned earlier -- I just wanted
9 to clarify, then, is had you ever noticed or -- on this airplane,
10 the past few flights or when you had been using it, that -- were
11 there any faults or anything that were identified by the autopilot
12 system?

13 A. You mean during the self-testing procedure at the beginning
14 of each start-up?

15 Q. Yeah. Or even during the flight -- previous flights,
16 previous days when you're starting it up.

17 A. No. No, none that I recall.

18 MR. JACKY: Okay. Thank you very much.

19 That will -- those are all the questions I had, Shaun.

20 MR. WILLIAMS: Okay. Mike Richards?

21 MR. RICHARDS: Hello. Yes, thank you. Just a few questions.

22 BY MR. RICHARDS:

23 Q. So just so I'm clear, you indicated that you called the
24 village agent about 15 minutes outside of Atqasuk; is that
25 correct?

1 A. That is correct.

2 Q. And you dialed the -- up on VHF, you dialed the AWOS up on
3 VHF, did you say immediately before speaking with the village
4 agent or immediately after?

5 A. I checked the AWOS after I spoke with the village agent.

6 Q. And how -- approximately --

7 A. And they are not on the same radio.

8 Q. Correct. And approximately how long was your conversation
9 with the village agent?

10 A. Oh, I don't know. A minute, a minute and a half, perhaps.

11 Q. Oh, sorry. I cut you off.

12 A. No, I was just saying a minute, perhaps a minute and a half.

13 Q. And the AWOS was reporting, you said, 7 miles at that time?

14 A. I -- if I recall correctly, yes, sir.

15 Q. Okay. Did you have any conversation at all with the village
16 agent regarding weather?

17 A. No.

18 Q. Okay. And --

19 A. I don't think he was --

20 Q. -- you said when you were -- correct?

21 A. I'm sorry? When you were --

22 Q. Go ahead.

23 A. No, no, no. I was kind of making a backhanded comment that I
24 don't think he was awake yet.

25 Q. Fair enough. You didn't ask about any weather information?

1 A. No, I did not.

2 Q. Okay. And when you were 3 to 4 minutes outside, you
3 indicated that -- or at least you said at some distance you could
4 not see the village. Would I be --

5 A. Right. That was 3 to 4 miles, not minutes.

6 Q. Sorry about that. Three to four miles out.

7 Would I be correct in assuming that the whole time you also
8 could not see the field?

9 A. That is correct.

10 Q. Okay. One last question for you. And thank you again. Do
11 you recall any discussion with the OCA that morning about an
12 AIRMET for IFR conditions?

13 A. I do not recall that being part of our conversation.

14 Q. Okay. When you are determining -- when you are collectively
15 determining whether a VFR or IFR flight is appropriate, how do
16 AIRMETs for IFR conditions factor in?

17 A. Well, obviously, if we feel that they are going to have any
18 impact on the flight at all, then we -- you know, if -- to me, if
19 I have any doubt at all whether a -- you know, that there is a
20 possibility of any weather issues en route or at my destination, I
21 file. I'm not afraid to file, you know, and just -- I'd rather do
22 that than get caught off base.

23 MR. RICHARDS: Okay. I think, Shaun, I may have a question
24 on the next go-around, but for now that's all I have. Thank you
25 very much.

1 MR. WILLIAMS: Okay. Thank you, Mike.

2 Jay Eller, any questions?

3 MR. ELLER: Nope, no questions. I appreciate him taking his
4 time to talk with us, and I don't have any questions myself.
5 Thank you.

6 MR. WILLIAMS: Okay. Mike Foster?

7 MR. FOSTER: I have a couple.

8 BY MR. FOSTER:

9 Q. And I also appreciate you taking the time to talk with us.
10 Were you experiencing any turbulence or rough air coming into the
11 area?

12 A. Not at all. It was absolutely smooth.

13 Q. Okay. If I understood, you switched from nav to heading mode
14 and you were swinging around using -- I think you were saying you
15 used the autopilot to do that?

16 A. That's correct. Using the heading bug and heading mode.

17 Q. Did the disconnect occur during that turn?

18 A. No.

19 Q. During the turn?

20 A. No.

21 MR. FOSTER: Okay. Thank you.

22 MR. WILLIAMS: Is that all you have, Mike?

23 MR. FOSTER: That's all I have.

24 MR. WILLIAMS: Okay. Ricardo, do you have any questions?

25 MR. ASENSIO: Yes, just a few questions.

1 BY MR. ASENSIO:

2 Q. First of all, was this the first flight of the day?

3 A. Yes, sir.

4 Q. For the airplane? I didn't hear the answer, sir.

5 A. Oh, I'm sorry. I thought I answered. Yes, sir.

6 Q. Okay. Was this airplane outside overnight or was it in a
7 hangar?

8 A. It was inside of a hangar.

9 Q. Okay. Do you do preflight and all prechecks inside a hangar
10 before start? How do -- how is your -- when you get to the
11 airplane, can you talk to me about what you do? What are your --
12 all your checks before start-ups, and what you do after start-up.

13 A. Okay. Inside the hangar, we do our walk-arounds. Basically,
14 the full preflight -- fuel checks, you know, just what I would
15 consider normal preflight. Then we tug the aircraft out of the
16 hangar. And then, in order to move the aircraft from the hangar
17 area over to the terminal area, a distance of several hundred
18 yards, we go ahead and do our preliminary start-up. Go through
19 all of our start-up checks, begin to let the aircraft warm up, you
20 know, get the engine oil up to temp and such like that. Run
21 through all of our checks. Then we taxi over to the terminal
22 area.

23 Q. Do you do a shutdown?

24 A. Well, yes. Then we shut down when we get to the terminal,
25 yes.

1 Q. Okay. How long from that time to when you do another start-
2 up for departure?

3 A. In this particular scenario -- let's say I pull the aircraft
4 out at maybe 7:15. And then, of course, I was engine starting for
5 the departure at about -- I think it was about 7:50 or so,
6 ballpark.

7 Q. Okay.

8 A. So it would have been 30, 35 minutes, perhaps, from the time
9 we pulled the plane out to the time I ran the checks and then was
10 prepared to depart.

11 Q. Okay. And the start-up for departure to your departure is
12 about, what, 5 minutes?

13 A. Approximately.

14 Q. All right. While you were on the -- do you recall any TAWS
15 alerts or warnings or anything while you were -- after the
16 autopilot disconnect or before?

17 A. I do not recall, sir.

18 MR. ASENSIO: Okay. That's all for now.

19 MR. WILLIAMS: Okay. Thanks, Ricardo.

20 Got just a few more. You good to keep going? You need a
21 break or --

22 MR. REITER: No, let's get her done now.

23 MR. WILLIAMS: Okay.

24 MR. REITER: Let's get her done.

25 UNIDENTIFIED SPEAKER: I got to hit the head.

1 MR. WILLIAMS: Okay. So we will pause here for just a minute
2 and then we will come back. Okay. So we're going to -- it is
3 11:00. So we'll go off the record right now and take a pause.

4 (Off the record at 11:00 a.m.)

5 (On the record at 11:05 a.m.)

6 MR. WILLIAMS: All right. So 11:05 and we're back on the
7 record. Everyone still on the phone?

8 UNIDENTIFIED SPEAKER: Yes.

9 MR. ELLER: Yeah, Jay is still here.

10 MR. JACKY: Tom Jacky here.

11 MR. ASENSIO: Ricardo is here.

12 MR. WILLIAMS: Okay.

13 BY MR. WILLIAMS:

14 Q. So just a few more questions here. I have just a couple
15 follow-ups for you. So when you -- when do you recall entering
16 IMC?

17 A. I honestly don't recall entering IMC. I am certain it
18 happened fairly quickly. But by that point in time, because I was
19 trying to analyze the situation I was in, looking more at
20 instruments, I have no idea when I entered IMC.

21 Q. Do you recall any changes with the engine or with the prop --
22 like the sounds when it disconnect, when you started that descent?

23 A. Not that I recall.

24 Q. Okay. Do you recall checking those instruments? Did that
25 look -- did those still appear normal, in the green or --

1 A. During my initial analysis, when I was trying to figure out
2 what I had just heard, what I had just experienced, yeah,
3 everything seemed to be normal.

4 Q. Okay. Do you recall the fuel selectors or what tank you were
5 running? How were you managing your fuel coming out of -- inbound
6 to Atqasuk?

7 A. At that point in the flight, I don't recall where the fuel
8 selectors were at that point. They could have been anywhere from
9 both on, to one of them being off or partially off, to keep fuel
10 balance. I mean, prior to, you know, shooting the approach I
11 would have gone to both on. But at that point in time, being in
12 just normal cruise, I don't recall where they were at.

13 Q. Okay. I think we asked you before, but just to make sure.
14 You don't -- do you recall how long you had been level at 1500?

15 A. I'm going to be guessing. I'm going to say for a distance of
16 -- and time-wise, I'm not so certain. From a distance standpoint,
17 maybe 8, 10 miles, perhaps. I'm kind of taking a shot in the dark
18 there.

19 Q. Okay.

20 A. But it had been for a little bit. It wasn't like I had just
21 gotten there.

22 MR. WILLIAMS: Okay. And I believe that's what I have.

23 Noreen?

24 MS. PRICE: I have two quick follow-ups.

25 BY MS. PRICE:

1 Q. Your fuel at takeoff, again, was what?

2 A. I believe it was right about 1200.

3 Q. Okay. And then do you remember, prior to the incident as you
4 neared Atqasuk, what you had in each side?

5 A. That goes to --

6 Q. I just --

7 A. -- where we just were as far as fuel. You know, the aircraft
8 has a 200-pound limitation of fuel imbalance; therefore, you know,
9 where -- it's always been interesting that they don't draw
10 equally, so you're constantly kind of playing with the fuel a
11 little bit.

12 Q. So typically do you run one down to minimum and then burn the
13 other one, or --

14 A. Oh, no, no, no, no.

15 Q. -- are you always balancing?

16 A. No, no, always balancing.

17 Q. If it's 200 --

18 A. Yeah, yeah.

19 Q. -- I know you always have the 200 --

20 A. I -- personally, I like to try to take as much stress off the
21 aircraft as I can by keeping them fairly balanced.

22 Q. Okay. And then the last one I have, just to -- when you're
23 doing your preflight in the hangar, are the avionics warming up at
24 that time or not until you start up and do your run-up --

25 A. Not until we actually fire up.

1 Q. Okay.

2 A. No. We do not start the aircraft in the hangars.

3 Q. No, I know you don't start the aircraft. But master switches

4 on to --

5 A. Well, we check --

6 Q. -- just to check if it's --

7 A. I mean, just to check fuel, to check lights.

8 Q. I see. Okay.

9 A. To check -- I mean, yeah. I mean, the masters come on --

10 Q. It's power off altogether like just --

11 A. Yeah. Yeah, and that's power on, master switch on inside of

12 a hangar is kind of a -- I'm not going to say it's a no-no, but

13 it's kept to an absolute minimum.

14 Q. Okay. So the warm-up time on all the avionics is really from

15 your initial start-up and ground run-up, and then you have another

16 start at that --

17 A. That is correct.

18 Q. -- those two times, your avionics?

19 MS. PRICE: Okay. That's all I have. Thank you.

20 MR. WILLIAMS: Okay. Katie?

21 MS. ROWELL: I don't have any follow-up questions.

22 MR. WILLIAMS: Eric?

23 MR. WILSON: Not at this time.

24 MR. WILLIAMS: Okay.

25 MR. WILSON: Thank you.

1 MR. WILLIAMS: On the phone, Tom, do you have any questions?

2 MR. JACKY: No more questions, Shaun.

3 MR. WILLIAMS: Okay. Mike Richards?

4 MR. RICHARDS: Just one.

5 BY MR. RICHARDS:

6 Q. So immediately following the accident, and I understand a lot
7 of stuff was going on, but, after you, I assume, emerged from the
8 aircraft, what was your sense of the visibility on the ground?
9 Did the cloud extend all the way to the ground or was there
10 reasonable visibility down there?

11 A. When I first emerged from the aircraft, the visibility was
12 still pretty good. I'd say at least -- better than a mile. I
13 could see things on the ground quite some ways away. It is a
14 little hilly right there so I kind of don't know exactly how far I
15 was seeing, but the visibility was pretty decent. But within 10
16 or 15 minutes, it was probably less than a quarter mile.

17 MR. RICHARDS: And you answered the second part of that
18 question. So thank you very much. That's all I have.

19 MR. WILLIAMS: Okay. Jay, do you have anything?

20 MR. ELLER: Nope. No questions for me.

21 MR. WILLIAMS: Okay. Mike Foster?

22 MR. FOSTER: No questions for me.

23 MR. WILLIAMS: Ricardo?

24 MR. ASENSIO: Just quick question.

25 BY MR. ASENSIO:

1 Q. What checklist do you guys use on the airplane? Is it Cessna
2 or Textron navigations checklist, or is it a Ravn FAA-approved
3 checklist?

4 A. I do know that it's an FAA-approved checklist. I do not know
5 the source of the checklist.

6 Q. Okay. And the other -- do you know if Ravn has a single
7 pilot resource management and risk mitigation procedures or
8 anything established?

9 MS. PRICE: I think he's asking if crew resource management
10 training for single pilot operations.

11 MR. ASENSIO: Correct.

12 MR. REITER: Do we have a -- I'm -- wait a minute. Rephrase
13 that or say that again, please.

14 BY MR. ASENSIO:

15 Q. Do you know if Ravn -- or at least in your knowledge, if
16 you're being trained by Ravn of any single pilot resource
17 management or risk mitigation procedures?

18 A. To describe it in those terms, I'm not familiar.

19 Q. Okay.

20 A. During the course of my training, all of our training is
21 geared towards single pilot operations.

22 Q. Okay.

23 A. Though we often do fly with SICs, we are basically trained as
24 single pilot operators.

25 Q. What is an -- what do you call it? SIC?

1 A. SIC, second in commands. Co-pilots.

2 MR. ASENSIO: Okay. Okay.

3 All right. That's all, Shaun.

4 MR. WILLIAMS: Okay. Thanks. So one last one here.

5 BY MR. WILLIAMS:

6 Q. Going back to earlier you mentioned, if I recall, that you
7 believed it had been recovered from the descent, you had
8 started --

9 A. Right. I felt that I was just about back into level flight.

10 Q. And then the -- then it impacted?

11 A. Then it impacted. Yeah.

12 Q. Okay. And during the impact, do you remember kind of short
13 and then flip over? Did it -- what do you remember about the
14 impact?

15 A. I remember it just kind of bellied in, slid along. I just
16 remember sliding. The aircraft began to veer to the right. And
17 so, I don't know this for a fact, but I'm -- you know, just by the
18 way things happened, I'm guessing that the left main dug in. The
19 snow was rather deep out there. That the left main dug in,
20 causing me to flip over, not exactly along the wing axis, but not
21 end over end. Kind of more nose-wingtip kind of attitude.

22 Q. Okay.

23 A. Does that make sense, what I'm trying to describe?

24 UNIDENTIFIED SPEAKER: Uh-huh. Yeah.

25 MR. REITER: That's about the extent of it.

1 BY MR. WILLIAMS:

2 Q. Okay.

3 A. I did not -- I do not remember hitting wing low or anything
4 like that. It was pretty flat.

5 Q. Okay. Well, you know, again, thank you for coming in and
6 talking to us and taking the time. Like I said at the beginning,
7 you're the one who was there. You have the information that we
8 need to try to figure this out.

9 A. I wish I had more information. I really do.

10 Q. Is there anything you'd like to add? Anything we didn't ask?
11 Something that could help us out here?

12 A. I think you guys are a lot smarter than me. You've got
13 people on the phone there that understand these systems and how
14 they work better than I do. I understand the systems in a general
15 sense, but I just hope they figure this mess out.

16 Q. And are you back on the line, then, or --

17 A. I am not.

18 Q. You're not?

19 A. I am currently about 1 month into a 3-month leave.

20 Q. Okay. And you took that leave? Is that --

21 A. Yeah. Yeah.

22 Q. Okay.

23 A. They pretty much said you're not going to be back for a
24 little while.

25 Q. Okay.

1 A. They want me to just kind of decompress from this, get
2 through some of the issues, you know, the hurdles and such that
3 need to be taken care of, and make sure that I'm going to be 100
4 percent when I come back online.

5 MR. WILLIAMS: Okay. All right. Well, again, thank you very
6 much and thank you to everybody on the phone. So we will all be
7 in touch. I'm going to turn off the recorder. It's 11:17.

8 Thanks, guys.

9 UNIDENTIFIED SPEAKER: Okay. Thank you.

10 UNIDENTIFIED SPEAKER: Thank you.

11 MR. WILLIAMS: Thank you.

12 (Whereupon, at 11:17 a.m., 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: HAGELAND AVIATION FLIGHT 3370
 APRIL 11, 2018
 Interview of Eric J. Reiter

ACCIDENT NUMBER: ANC18LA031

PLACE: Anchorage, Alaska

DATE: May 9, 2018

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.



Jane W. Gilliam
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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HAGELAND AVIATION FLIGHT 3370

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APRIL 11, 2018

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Accident No.: ANC18LA031

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Interview of: ERIC "RICK" REITER

Pilot

Via Telephone

Tuesday

June 27, 2018

APPEARANCES:

SHAUN WILLIAMS, Investigator in Charge
National Transportation Safety Board

NICHOLAS WEBSTER, M.D., Medical Officer
National Transportation Safety Board

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I N T E R V I E W

(10:00 a.m.)

MR. WILLIAMS: So, Rick, I'm starting the recording. It will be just like the last time. The recording will not be made public, but the transcript, when we're all said and done, will be.

MR. REITER: I understand.

MR. WILLIAMS: And, as I told you, on the phone with us is Dr. Nick Webster from the NTSB as well, and it's just the three of us here to talk. I wanted to go back and talk about a couple things, revisit some things from our previous interview, and --

MR. REITER: Before we get going, could we get everybody's full names so I'm -- I want to make sure for my notes that I've got everybody's names.

MR. WILLIAMS: Yeah. So, Shaun Williams. I'm the Investigator in Charge.

DR. WEBSTER: This is Dr. Nicholas Webster. I'm the Medical Officer for the NTSB.

MR. REITER: And Eric Reiter, pilot.

DR. WEBSTER: All right. Eric, do you go by Eric or Rick?

MR. REITER: I actually go by Rick. Legally it's --

DR. WEBSTER: Thanks.

MR. WILLIAMS: Yeah. No problem.

So, Rick, you're entitled -- again, you're entitled to have one representative of your choosing. Are you okay talking with us without Bart on the phone?

1 MR. REITER: Yes, of course.

2 MR. WILLIAMS: Okay.

3 INTERVIEW OF ERIC "RICK" REITER

4 BY MR. WILLIAMS:

5 Q. All right. You've already stated your name and title there.
6 So, you know, we went back and we downloaded the -- we had
7 downloaded the TAWS when we talked last time and we were waiting
8 on the autopilot download, which that's now been completed and
9 some things aren't -- they're not matching up totally, Rick, and
10 I'm hoping you could kind of shed some light on it for me.

11 In the previous interview you had stated that you had been at
12 2500 and --

13 A. Right.

14 Q. -- from there, correct me if I'm wrong, but you descended
15 down to 1500 and stayed there for about 8 to 10 miles. Is that
16 what you remember doing?

17 A. That's correct.

18 Q. Okay. And when the autopilot disconnected, do you remember
19 the -- or when you remember the autopilot disconnecting, do you
20 remember the tone? Was it the normal autopilot disconnect tone or
21 was there something else?

22 A. Boy, I thought I recalled it being the normal disconnect tone
23 but, you know, but 10 weeks later, I'm not -- I don't know if I
24 can recall that as clearly now as I did then.

25 Q. Okay. I'm sending you an email right now, Rick, that's got

1 the pictures we looked at before of the flight path, and the TAWS
2 information and all that. So let me know when those come through
3 to you here.

4 But from the autopilot download, we -- the information it
5 provided was that there had been no faults on the autopilot within
6 the previous 27-hour cycles, and the last held altitude, the last
7 time the autopilot had captured an altitude was 2500 feet.
8 Looking back at those pictures, those views -- and it's still
9 trying to send them to you here -- there was never a level off.
10 It was a constant descent from 2500 until the impact.

11 A. Well, I know that that's not correct. I was level above the
12 clouds at 1500, and I'm certain that I had it set at 1500 in the
13 autopilot.

14 Q. Okay. And let's go back to your conversation earlier with
15 the OCA, if you could think back to it. I know it's been a while.

16 A. With who?

17 Q. With the OCA, when you called the OCC that morning.

18 A. Oh. Okay. You mean before the flight?

19 Q. Yes, sir.

20 A. Yeah, okay.

21 Q. Do you recall checking the weather, like dialing in with him
22 on the phone as kind of a conference call?

23 A. I had checked the weather by phone prior to calling OCC.

24 Q. Okay. So you remember being the level at 1500?

25 A. That is correct.

1 Q. Okay.

2 A. And just for a fact, Jim -- what the heck is Jim's last name
3 now -- lead pilot at Barrow was sitting with me when we got the
4 weather.

5 Q. Okay. But you didn't remember calling at the same time as --
6 like on the phone with the OCC?

7 A. Negative.

8 Q. Okay.

9 MR. WILLIAMS: All right. Dr. Webster, I just sent you the
10 same email.

11 DR. WEBSTER: Okay.

12 MR. WILLIAMS: (Indiscernible) you on the line. I put it on
13 there.

14 DR. WEBSTER: Well, let me just -- hang on. My computer, it
15 takes me a second.

16 MR. WILLIAMS: So it will probably take a minute there. But,
17 Dr. Webster, do you have a couple of questions?

18 DR. WEBSTER: Yeah. While this is all pulling itself
19 together.

20 BY DR. WEBSTER:

21 Q. Eric, can you tell me just generally about yourself? What's
22 your background?

23 A. I don't even know where to begin. Give me --

24 Q. Do you have any military experience or were you -- how did
25 you get into flying? That kind of thing.

1 A. Oh. Just been a dream of mine for a long time, and about
2 1989, '90, I had the opportunity to exercise that dream, and just
3 kind of went at it just, I'm sure, like anybody else. Just kind
4 of played at it for a little while, you know, just going through
5 various ratings and getting experience and such like that.

6 Got my GFI in -- when was it -- June of 2000. Started
7 teaching flying. Did that for about five summers. And then,
8 let's see, when was it. It was 2006, I got a job flying down in
9 Houston, Texas. And then that lasted a couple of years. Then, of
10 course, the economy changed; everything happened, and got
11 furloughed out of that. And didn't fly for a year or two. Then I
12 ended up flying for an outfit out of Talkeetna, Alaska, doing
13 tourism and such like that up in Denali.

14 Q. Oh. Cool.

15 A. Yeah, it was. And then that was a seasonal gig. And then
16 the next summer I ended up getting a job out in Bethel flying for
17 a little 135 operator called Yute Air. Flew with them for about
18 4½ years, and then they closed their doors. The next day I was
19 picked up by Ravn. That was, what, now about a year, almost a
20 year and a half ago.

21 Q. Okay. Very good. Now I got a picture of who I'm speaking
22 with. As a doctor, I'm always interested in incidents of boo-boo
23 or an accident, and then luckily we get to talk with you, which is
24 my favorite type of accident, where I've got somebody to chat with
25 afterwards. So thank you for being here.

1 I like to find out about the pilot's day on the day of the
2 accident. And actually, I would like to start the day before,
3 from going to bed to -- you know, when you went to bed to how the
4 night was, when you got up, what your normal day was, rolling all
5 the way through. Just walk me through your day. And since I'm a
6 doctor, if there's medicine or medications or stuff like that that
7 you take, when you took them, that kind of stuff. Then, you know,
8 if you ate breakfast, those kind of things.

9 And so if you could start the night before the accident and
10 just walk me through your -- through the day. And, you know,
11 include walking out to the airplane and pre-flighting the plane,
12 everything you remember about your normal day and how you normally
13 did business that day. Go ahead.

14 A. Let's see. I usually go to bed, I don't know, sometimes as
15 early as 10, sometimes as late as maybe 11, 11:30, just depending
16 upon how I feel. To the best of my recollection, normal night's
17 sleep. I don't recall being restless or anything like that.

18 My alarm usually goes off at about a quarter till 6 in the
19 morning. Get up, shower. I don't even recall what I had for
20 breakfast that morning. I usually have a little bit of something.
21 I also do take meds. As you'll see on my FAA report, I am Type 2
22 diabetic. I take Januvia and Amaryl for that. I've also got a
23 mild hypertension and cholesterol issue, which has shown to be
24 pretty much reduced over the last few months. I take Benicar,
25 amlodipine, HCTZ, and atorvastatin for cholesterol.

1 Q. Okay.

2 A. Usually take all those in the morning. Let's see.

3 Breakfast. Like I said, we leave for work at about a quarter till
4 7. Arrive at the jobsite, you know, at the hangar, about 7. Pick
5 up our flight cans, you know, our aircraft cans from the
6 maintenance office.

7 Q. Explain what a can is to me. I'm a dummy.

8 A. Okay. A can is a -- the maintenance and manifest logs.

9 Q. Okay.

10 A. It's got all the maintenance logs in it. Like, for example,
11 if we have a squawk or anything like that, we write it up;
12 maintenance guys take care of it, sign it off. It also has our
13 flight logs in it for each trip.

14 Q. Okay. How did the can look on this one?

15 A. Nothing abnormal. I didn't have any squawks, I don't recall,
16 from the previous day. The maintenance people, apparently when
17 they go around and look at the plane, they found nothing of
18 concern that they found or wrote up.

19 Let's see. From the maintenance shop or maintenance office,
20 we walk to the hangar that the planes are parked in. They are
21 parked indoors at night up in Barrow. We do our pre-flights
22 indoors. Did my walk-around, you know, checked oils, checked, you
23 know, all of my fluids, checked just basically general condition
24 of the aircraft; just a full walk-around.

25 Then we pulled the planes out. We warm them up, do our run-

1 ups, do all of our pre-flight checks. Then we move them over to
2 the terminal staging area.

3 Q. Okay.

4 A. Then we go inside, get our schedules, our -- obtain weather,
5 get our manifest, look at our loads. I mean, there was nothing
6 unusual that morning. It was actually a beautiful morning, if
7 that's unusual for Barrow. Oh, let's see.

8 (Knock at the door.)

9 MR. REITER: Stand by one second.

10 (Pause.)

11 MR. REITER: Anyway, let's see, where was I. We get over to
12 the terminal staging area, check our loads, check weather, check
13 manifests, check everything. Then as soon as we know what we're
14 doing, that's when we start checking weather.

15 Weather was clear in Barrow. I'm trying to remember exactly
16 what it was in Atqasuk that morning. If I remember right, it was
17 9 miles vis, very light winds, if I remember correctly. I don't
18 recall now exactly what the winds were. The Atqasuk weather was
19 not reporting ceilings. It had been NOTAM'd for quite some time.
20 Given that it was just such a short distance and the weather
21 around Barrow was so good, when I spoke with OCC, we kind of
22 figured, well, with 9 miles, you know, that's probably implying
23 also a decent ceiling. So we went ahead and filed -- or, you
24 know, set it up as a VRF flight.

25 BY DR. WEBSTER:

1 Q. Okay. Tell me about your flight.

2 A. Well, I left a few minutes early. Again, I haven't reviewed
3 some of the details in quite some time.

4 Q. That's fine.

5 A. I left a little bit early. I think I was supposed to leave
6 at like 8, and I think I left at, I don't know, 10 till, 15 till.
7 I don't recall now.

8 But it was very uneventful. Beautiful weather, like I said.
9 About 15 -- 15, 20 minutes out of Atqasuk, I radioed the agent and
10 let him know I was inbound. Right after that I checked the
11 weather one more time. The weather had dropped. The visibility
12 had dropped a little bit down to, I think, it was 4 or 5 miles.
13 Still at the time that didn't seem to be an issue of concern to
14 me. Then as I got to -- fairly close to the village, maybe a few
15 miles away, there was a cloud layer, and I could not see the
16 village nor the runway. So at that point I was now over the cloud
17 layer. I loaded -- in the GPS, I loaded the RNAV 6 approach. I
18 did not activate it. I just loaded it. I turned on a heading
19 toward the initial approach fix of DUVFU.

20 Q. How do you find that approach fix? Is it just the -- is it a
21 GPS fix that you're going to? Because it's not a visual fix, I
22 guess, because you had clouds.

23 A. Yeah, that's correct. It's a GPS fix.

24 Q. Okay.

25 A. Let's see. By that time I had, as I said, I know -- I'm

1 absolutely dead certain I was level at 1500, and I was 3-, 4-, 500
2 feet above the cloud layer. So, you know, I mean, I was level,
3 and I can't for the life of me understand the download.

4 Q. Okay.

5 A. So I'm puzzled about that one. I'm very puzzled.

6 Q. Well, let's just keep going. We'll talk about that after we
7 get there.

8 A. Yeah. So anyway, like I said, I turned on a heading toward
9 DUVFU. I was trying, or I was going to contact either center or
10 Barrow Flight Service in order to get a clearance, a pop-up
11 clearance to shoot the approach. It was just as I was reaching
12 for the audio panel that I remember the -- I recall the autopilot
13 disconnecting and going into a descent.

14 Q. Okay.

15 A. And, boy, that's when things went wrong big time. Just -- it
16 was a strong descent. I can't tell you exactly what the descent
17 rate was.

18 Q. Were you visual or in the clouds during the descent?

19 A. Well, at some point I entered the clouds. I was looking at
20 my instruments. I was not looking outside at that point, so --

21 Q. Go ahead.

22 A. Oh. I'm trying to remember the rest of it at this point. I
23 remember it was a -- it really was a strong descent. I remember
24 pulling on the control wheel and -- I'm just trying to remember
25 what all happened after that. I thought I had gotten it leveled

1 off and -- from the descent, and that's when I impacted the
2 ground.

3 Q. Did you see -- do you remember seeing the ground?

4 A. I was not looking outside at the time.

5 Q. Okay. Tell me about the impact. Tell me what you remember.

6 A. Well, wings were level. I thought I was level. I remember
7 the ground or I remember the initial impact was relatively gentle.
8 But then again, there was a lot of snow such like that. I
9 remember sliding. Then, of course, right at the end when the
10 aircraft veered a little bit, it -- right at the end it flipped
11 over.

12 Q. Okay. Now generally when you're having -- you're looking at
13 your instruments there's a -- you know a descent rate. Do you
14 remember seeing a descent rate right before you hit?

15 A. I thought I had it leveled off.

16 Q. Okay.

17 A. I thought I was close to zero descent rate.

18 Q. Okay. Gear up or down?

19 A. It's a fixed gear aircraft, sir.

20 Q. So that would tell me they were like down?

21 A. Correct.

22 Q. I am a doctor. I get to play dumb. It's been a long time
23 since I flew in Navy aircraft. So -- okay. Airplane stopped
24 moving. Tell me what happened next.

25 A. Like I say, it flipped over. I was hanging in my harness.

1 Once I kind of did a kind of a brief physical check on myself,
2 made sure I wasn't badly hurt or anything, that -- I went ahead
3 and released the harness and climbed out through the windshield.

4 Q. Okay. Did you bump anything or bang anything when you hit
5 the ground? Any parts of your body whack anything?

6 A. Well, I skinned a few knuckles on my right hand. I got a
7 small, real -- like kind of a scratch on the bridge of my nose
8 from my reading glasses, and then I had a very slight bump on kind
9 of the left back quarter of my head. (Indiscernible) that
10 happened, I don't know.

11 Q. What's back there in your aircraft?

12 A. What's that?

13 Q. What's behind you? What's back to the left of you in your
14 aircraft?

15 A. Door post. I don't --

16 Q. Door post?

17 A. -- know if that's what I hit. I don't know when it happened.
18 I have no recollection of when that -- I mean, it wasn't a
19 significant bump, but it did happen. I couldn't tell you when or
20 how it happened.

21 Q. Okay.

22 A. There was a lot of violence going on when that airplane went
23 over.

24 Q. Okay. So a bump on the back of the head and, okay, reading
25 glasses on the nose.

1 A. More on the top of my head, not the back.

2 Q. Okay. Top head.

3 A. Kind of back left crown, I guess you would call it, maybe. I
4 don't know. I'm not a doctor. I don't know what you'd call it.

5 Q. Top left posterior. We'll put it at that. Okay.

6 Do you know if there was a period afterwards that --

7 A. What's that?

8 Q. Is there any loss of time in there that you're going, huh?

9 A. No. No, there was no period where I was blacked or
10 unconscious.

11 Q. Okay. Okay. Keep going. Tell me what -- obviously you're
12 now out of an airplane. You're in somewhere near Atkasuk, Alaska,
13 on a snowy field with an upside down airplane. What happened
14 next?

15 A. Before or after the swearing?

16 Q. Well, I'm pretty sure that went on for a little bit, but
17 that's fine by me.

18 A. At that point, I mean, you know, I just kind of checked
19 around and made sure that there was -- you know, I don't even
20 know. I guess I just kind of did a quick evaluation of the whole
21 scene and got on my phone. I found I had phone service, so I
22 started calling around, and the first number I could get to go
23 through was to Barrow Flight Service.

24 Q. Okay.

25 A. I informed them of the situation, that I had crashed, and

1 asked them to alert my base, alert, you know, all of the essential
2 parties.

3 Q. Did you know where you were?

4 A. I had a pretty good idea where I was, yeah. I told them that
5 I was -- I thought I was 3 to 4 miles west of Atqasuk. And it
6 turns out I was, I -- Shaun, what was it, 3.2 or something like
7 that?

8 MR. WILLIAMS: Yeah. Something like that.

9 BY DR. WEBSTER:

10 Q. Okay. So who came and got you?

11 A. Well, it was a couple of hours. When I first crashed,
12 visibility was probably something better than a mile, just judging
13 by what I could see around me. But within about 10 or 15 minutes
14 it had caved in to probably less than a quarter mile.

15 Q. Okay.

16 A. I heard a little while later, I heard the helicopter. It
17 never got near me. I heard a couple of snow machines; none of
18 them came near me. I was out there for about 2 hours, maybe a
19 little more, a little less. I don't recall now. But I remember
20 the number being somewhere around 2 hours.

21 Then I was able to get a more accurate GPS fix out of my
22 phone. And then within 5, 10 minutes I had three snow machiners
23 come up and pull me out.

24 Q. Okay. After you got pulled out, where did you go?

25 A. They gave me a ride to the village. Took me directly to the

1 Atqasuk Clinic, where I met with -- I don't know if he was an EMT
2 or a doctor or whomever, and an assistant, and they did kind of --
3 I don't know if you'd call it triage, but they did a, you know, a
4 pretty good evaluation of my physical condition and everything.
5 And kind of that was pretty much about it.

6 Q. Okay.

7 A. Hung out there at the village for several hours with a local
8 cop. And then they brought in a King Air from the local -- I
9 don't know if it's search and rescue or Medevac or who they were.
10 They gave me a lift from Atqasuk back to Barrow, where they--

11 Q. How far is that? How long does that take?

12 A. Oh, in a King Air, oh, I don't know, 15, 20 minutes maybe.
13 It's about a 60-mile flight.

14 Q. In your airplane normally?

15 A. Oh, in my airplane?

16 Q. Yeah.

17 A. Oh, 30 minutes maybe, 30 -- roughly 30 minutes plus or minus.

18 Q. Okay. All right. So you got back to Barrow.

19 A. Yeah. They ambulanced me to the Barrow Hospital to the ER.
20 They -- oh, before we did that, the EMT on that flight also kind
21 of did a once-over for injuries and such.

22 Q. Did they check blood sugar on you, by the way?

23 A. They did.

24 Q. Do you remember what it was?

25 A. It was a little elevated. It was, I think around 260 or

1 something like that.

2 Q. And that was at the Atqasuk Clinic or --

3 A. Well, that was the EMT. I was just about to say, when they
4 came and got me they did kind of a once-over of me as well,
5 including a finger stick.

6 Q. Okay. So that was the EMTs on the snow machine?

7 A. No. EMTs in the King Air.

8 Q. Oh, EMTs in the King Air taking you from Atqasuk to Barrow?

9 A. Correct.

10 Q. Okay. And you said about 260?

11 A. I think that's about what it was.

12 Q. Okay.

13 A. Which, for me, that's quite elevated.

14 Q. How have you been running in the past couple months?

15 A. Oh, my daily finger sticks usually run on the low end maybe
16 around 120, on the high end maybe 180s.

17 Q. Okay.

18 A. My A1C, just to give you an example, is 7.8. I assume you
19 would understand what that means.

20 Q. Yeah. When was that?

21 A. That one was just a couple of weeks ago. The one before it
22 was -- let's see, when did I have my last A1C done? It was a
23 while back.

24 Q. Okay.

25 DR. WEBSTER: (Indiscernible) Shaun?

1 MR. REITER: That is -- that's before my FAA physical.

2 DR. WEBSTER: Let me just tell Shaun what A1C is real quick.

3 Shaun, hemoglobin A1C is a measure of the amount of
4 hemoglobin, the amount of -- it's amount of sugar bound to
5 hemoglobin. And it's a measurement of the average, about the 6-
6 week average of somebody's blood sugar. There's a table you can
7 go look at, that shows -- you can actually plug in 7.8, and it
8 will show you the average sugar somebody has over the past 6
9 weeks, and it gives you an idea of how well controlled. 7.8 is
10 not too bad. The FAA likes you to run less than 9. So 7.8 is
11 within limits. Ideal is, you know, 6.3 or something, if you're
12 not -- 6.-something if you're not diabetic. I always have to look
13 that up. I can never remember.

14 But, yeah, 7.8 is not a bad number, just so you -- so Shaun
15 knows. I want him to be on the same page as you and me.

16 Does that make sense, Shaun?

17 MR. WILLIAMS: Yep. Sure does.

18 DR. WEBSTER: All right --

19 MR. REITER: Let's see. So anyway, so got to the ER in
20 Barrow. They ran the same checks on me; couldn't find anything
21 really significant. Because of the scraping on my knuckles, they
22 did give me a tetanus shot.

23 BY DR. WEBSTER:

24 Q. Are you sure you're not a Navy pilot?

25 A. What do you mean?

1 Q. Well, they tend to be knuckle draggers, so I was just
2 commenting there.

3 A. Oh.

4 Q. Sorry. Bad Navy doctor humor. Sorry.

5 A. That's okay. I grew up in the Army.

6 Q. Oh, sorry. Anyway, go ahead. You got your knuckles scraped.

7 A. Yeah, I -- you know, so they decided to be safe we'd go ahead
8 and just do a tetanus shot. And then, like I said, I was
9 released. Went back to pilot housing. Ravn sent a plane up from
10 Anchorage with a number of their personnel on board. Some stayed
11 and then performed the evaluation of the crash site the following
12 day, from what I understand.

13 Q. Okay.

14 A. And I was taken back to Anchorage, spent the night. We got
15 back to Anchorage about -- I don't know; it was pretty late -- 10
16 or 11.

17 Q. Okay.

18 A. And then the next morning went down to DOT and did a tox
19 screen, you know, a urinalysis and a breathalyzer.

20 Q. Okay. You mentioned pilot housing. What is that?

21 A. That's where we stay when we're on shift.

22 Q. Oh, okay. How long do you stay in the housing? What's it
23 look like? Is it independent apartments? Is it a bunk room?

24 A. No. It's a -- we each have our own bedrooms.

25 Q. Okay.

1 A. Common area, common kitchen, common bathroom, but everybody's
2 got their own bedrooms. You know, it's just a small -- like a,
3 almost like a little condo. The one we actually have there is two
4 stories. The lead pilot stays downstairs, and the other pilots
5 that are on shift stay upstairs.

6 Q. Okay. One of the reasons I'm asking is, as we get older, we
7 tend -- we carry a little extra weight and we got high blood
8 pressure and we got diabetes, which is you. I'm talking about
9 you. We do have -- some people have risks of snoring. And I
10 didn't know if there was a way that if anybody told you that you
11 had any problems with snoring or you kept any of your apartment
12 members awake at night with that.

13 A. Not that I've been told. If you're referring to apnea or
14 anything like that, no, I don't believe so.

15 Q. Okay. Well, I was, but generally I start with asking about
16 snoring.

17 A. Yeah. Well, that kind of leads to apnea.

18 Q. Well, yeah, it does. So nobody has told you you've got any
19 issues with snoring or anything like that?

20 A. No.

21 Q. No.

22 A. Not abnormally, I don't think.

23 Q. Okay. Any daytime sleepiness, since we brought up apnea?

24 A. No.

25 Q. Okay.

1 A. I mean, you know, I'll be honest. Between flights if we --
2 if we're bored or something like that, we're -- I think all pilots
3 are prone to grabbing quick catnaps and stuff like that just, you
4 know, just to kind of waste time as much as anything else. But as
5 far as drowsiness while flying or anything like that, no, not at
6 all.

7 Q. Okay. We've covered your sugars. We've covered your weight
8 and the diabetes, covered some of the risk factors for sleep
9 apnea. Your high blood pressure, how's that doing?

10 A. Right now I'm running usually high 120s over either high 60s,
11 low 70s.

12 Q. How often are you checking?

13 A. Almost -- well, not daily, but every few days or so.

14 Q. Okay.

15 A. I've got one of those little cuffs.

16 Q. All right. Any other issues that you can think of that I
17 need to know about, like -- or Shaun needs to know about? What do
18 you think happened? Your thoughts.

19 A. Well, I mean, I can only tell you what I've told Shaun in the
20 past. I was hands off on the controls. I was reaching for the
21 audio panel to change radio frequencies. I heard a, what I -- now
22 Shaun's got me even second-guessing myself, but I, at the time, I
23 believed was the autopilot disconnect tone followed by a non-
24 commanded descent. And I just don't -- I cannot understand (a)
25 Shaun's comment about the last hold being 2500. That's got me

1 really stumped. And --

2 Q. Well, I'm -- let's see. I'm going to pull up the photos. Do
3 you have a computer up?

4 A. Let's see if it's come through. Okay. Let's see. Which one
5 do you want to look at?

6 Q. Well, let's start -- the one of them that I've got on the
7 left is top view TAWS.

8 MR. REITER: What do you think, Shaun, where should we start?
9 Let's run through these.

10 MR. WILLIAMS: Go to ADS-B profile view.

11 DR. WEBSTER: Okay.

12 MR. REITER: Which one?

13 DR. WEBSTER: It's titled ADS-B --

14 MR. REITER: Hold on. I've only got two.

15 DR. WEBSTER: No. I got four.

16 MR. REITER: Top view TAWS and profile TAWS.

17 DR. WEBSTER: Scroll down in your -- there's -- you may have
18 two below that. Is there a little window to scroll up and down?
19 Sometimes my email will bury two and I can't see them.

20 MR. WILLIAMS: Yeah. Because I'm showing there's four that
21 went through to you.

22 MR. REITER: Oh, there we go. Which one did you say, Shaun?

23 MR. WILLIAMS: ADS-B profile view.

24 MR. REITER: Okay.

25 DR. WEBSTER: Can you explain that to us, Shaun?

1 MR. WILLIAMS: Yeah. So what you're looking at, the purple
2 or magenta line that's coming off the right side of the image,
3 that is 2500 feet.

4 MR. REITER: Okay.

5 MR. WILLIAMS: And so from there it descends down, and you'll
6 see the sharp decline over on the left side. That's about where
7 the TAWS picks it up. And so, but looking at it -- so from the
8 magenta, 2500, it's a constant descent rate down until it picks
9 up. We lose the ADS-B at 800, and I think 40 feet. And we get
10 the TAWS at 500, roughly, 560, something like that.

11 DR. WEBSTER: So this is -- what does ADS-B mean?

12 MR. WILLIAMS: Automated Dependent Surveillance Broadcast, I
13 think, satellite broadcast.

14 DR. WEBSTER: Oh. So that's the one that the airplane's
15 putting out to tell people where it's at. So it's -- okay, that's
16 ADS-B. Yeah, so it's off the -- you're broadcasting that all the
17 time, and it goes up and it's picked up by receivers. So it's
18 kind of an augmentation of the radar because your airplane is
19 actually putting it out?

20 MR. WILLIAMS: Correct.

21 DR. WEBSTER: Okay. I'm just trying to figure out doctor-ese
22 for pilot (indiscernible). Sorry.

23 So that's what the airplane's telling the world where it's at
24 in the world?

25 MR. WILLIAMS: That's correct.

1 DR. WEBSTER: Okay.

2 MR. WILLIAMS: Yes. This is what the FAA -- this came off
3 the FAA's radar.

4 DR. WEBSTER: Okay.

5 BY DR. WEBSTER:

6 Q. So, Rick, does that make sense?

7 A. I understand what you're saying. Okay, and I agree that I
8 was at 2500 at one point. But I -- I'm still at a loss why it
9 didn't pick up the level-off at 1500. Because I know I did. I
10 absolutely --

11 Q. Okay.

12 A. -- know I did. Because there's no way I was going to
13 penetrate those clouds.

14 BY MR. WILLIAMS:

15 Q. So, Rick, let me ask you this. When you begin a descent from
16 2500, walk me through how you do that descent? What do you hit on
17 the flight control panel or the autopilot flight control panel?

18 A. It's not on the flight -- it's on the autopilot.

19 Q. Yeah, the autopilot control panel. What do you hit?

20 A. This particular autopilot has a -- has an altitude pre-
21 select. There's a knob on the right-hand side. And you turn
22 either the large or small knob depending upon how much you're
23 trying to alter the existing setting. At that point you arm and
24 -- or it self-arms, and then you can determine the descent rate.
25 And then it would go -- and it would begin to climb or descend to

1 whatever you set the setting to. So, for example, if I was at
2 2500, I would then dial down to 1500, and then determine what
3 descent rate I wanted.

4 Q. Okay. What's the normal descent rate from --

5 A. Oh.

6 Q. What would you normally punch in to get from 2500 to 1500?

7 A. It just depends on how fast you want to get there, whether
8 there's some purpose for something. But let's use maybe 500 feet
9 per minute as a -- as kind of an average.

10 If you had passengers on board you obviously don't want to
11 descend too quickly. It kind of bothers them a little bit. But
12 on the other hand, in this case there was no big hurry. I had 6,
13 7 minutes or so. Well, at that point -- I mean, I was going down
14 to 1500, and at that point I was already making other plans. I'm
15 now looking at going to shoot an approach instead of a visual --

16 Q. Okay.

17 A. -- because there was no visual on the village or the runway.
18 So, you know, I was just hanging above the clouds, turning in the
19 direction, like I said, of that initial approach fix, and --

20 Q. So let me ask you this. If the 1500 didn't take, so if you
21 went into the -- up on the autopilot control, if you were at 2500,
22 instead of dialing in the altitude, if you just hit the vertical
23 speed or whichever one it was to begin the descent, would it
24 descend even though it's still saying 2500 was the last one, but
25 since you hit the vertical speed and rolled it in, would it begin

1 a descent?

2 A. Wow, that's a good question, and I don't know. I don't know.
3 I don't know that I've ever tried to do that. So I don't know
4 which takes priority.

5 Q. Okay. That's something I'll try to get in a simulator and
6 determine if maybe it didn't take the 1500 or something.

7 You mentioned --

8 MR. WILLIAMS: And I'm sorry, Dr. Webster, I'm jumping in
9 here.

10 DR. WEBSTER: No, that's fine. I'm just -- I'm at the point
11 of being interested in what's going on, so keep going.

12 BY MR. WILLIAMS:

13 Q. So you were descending to 1500. You were going to pick up a
14 clearance.

15 A. Well, I believed I was already leveled at 1500.

16 Q. Okay.

17 A. And that's when I turned. I -- you know, at 1500, I was
18 above the cloud layer. I couldn't see anything on the ground. I
19 said, okay, I've got to shoot an approach if this is going to
20 happen. So that is when I loaded, as I said before, I loaded the
21 RNAV 6 into the GPS, and turned into the direction of DUVFU.

22 While maintaining 1500, I was reaching for the audio panel in
23 order -- my plan was to reach out to either center or to Barrow
24 Flight Service in order to get a pop-up clearance to shoot the
25 approach. While I was reaching for the radios, that's when the

1 autopilot disconnected and went into the descent.

2 Q. So you didn't know you were going to have to pick up an
3 approach prior to descending from 2500 to 1500; is that correct?

4 A. That is correct.

5 Q. Okay.

6 A. But I also knew that I was going to have to climb back up to
7 2,000. 2,000 is the altitude for the initial approach fix for
8 that approach.

9 Q. Okay.

10 A. I also knew that at 2,000 my chances of reaching center were
11 going to be sketchy in that area. That's why I knew that I had to
12 either reach them or Barrow Flight Service. But just, you know,
13 sometimes radios work at lower altitudes out there, sometimes they
14 don't. Sometimes you're lucky if you get through.

15 Q. So did the -- when the disconnect occurred, did the yoke go
16 forward? Did it stay where it was? Do you remember the trim
17 wheel moving? What was happening to the controls?

18 A. The control wheel definitely went forward. I do not recall
19 whether the trim wheel actually moved or not. I know that in
20 retrospect, I think -- we had discussed at our previous meeting
21 whether there was a runaway trim that maybe caused the autopilot
22 disconnect, or maybe that was in just some of the other
23 conversations I had with people. I don't recall whether that was
24 the case or not

25 DR. WEBSTER: Can we go to the ADS-B top view?

1 MR. WILLIAMS: Yes.

2 BY DR. WEBSTER:

3 Q. Rick, you there?

4 A. Yeah, I'm here.

5 Q. So I'm seeing the airplane is above 2500 feet or something
6 like that. That's the purplish color. And then from the top
7 view, it looks like somebody's -- the airplane starts to turn. It
8 looks like a right turn.

9 A. Yeah. That was the turn towards the conditional approach
10 fix.

11 Q. Okay. And then there's another turn?

12 A. Well, I see one where it's blue and one where it's kind of
13 dotted green.

14 Q. Yeah.

15 A. Okay. Now the first one, you know, I would have just been
16 saying, hey, what's -- you know, I can't see the village. You can
17 just see -- I assume that that airplane that's shown by the lake
18 is the airport shot.

19 MR. WILLIAMS: Yes.

20 MR. REITER: Okay. And then that's the village, that kind of
21 white blob about the 5 o'clock after that lake.

22 MR. WILLIAMS: So the green dots, just so you guys know, the
23 green dots where it stops, that's the end of the ADS-B data, and
24 it's taken -- the last green line is from the last ADS-B spot to
25 the accident location. So for information beyond that last green

1 dot, we need to open up the TAWS top view.

2 DR. WEBSTER: Okay.

3 MR. REITER: So I would, I mean, in a normal situation, I
4 mean, you don't go straight at an airport. You've got to at some
5 point start, you know, making an approach path that's going to be
6 conducive to getting into the airport, you know, entering a
7 traffic pattern as it were.

8 DR. WEBSTER: Okay.

9 MR. REITER: But, obviously, at that point I had no vision or
10 no visual on either the village or the airport, and made my turns
11 outbound toward DUVFU.

12 BY DR. WEBSTER:

13 Q. What's your thought, Rick, on the -- I'm seeing a disconnect
14 between -- I don't know disconnect, but from what you remember and
15 what the pictures are showing, there seems to be something
16 different. What do you think?

17 A. Well, I've just told you what happened. I mean, I'm puzzled
18 because, I mean, this is the same thing when Shaun showed us these
19 pictures some time ago there in Anchorage. I couldn't comprehend
20 the difference between what these are showing and what I
21 experienced. So I'm at a loss. I --

22 Q. What was the cloud deck at?

23 A. I reckon it was about 1,000 to 1100.

24 Q. Okay. And then you were looking at your instruments when you
25 were in it, so you don't know if you broke out of it or not?

1 A. I have no idea. I do not recall.

2 Q. Okay. All right. Well, from a doctor standpoint, you know,
3 looking at blood sugars and things like that to see if there's
4 anything there that would cause any disconnect or any differences
5 in the stories that we see electronically and what you're telling
6 us, those are the things that I look at, and I've got nothing.

7 A. I'm confused by this whole thing. I really am. I mean, I
8 felt fine. I had no -- nothing really significant on my mind as
9 far as, you know, anything that would have been distracting. Just
10 another typical day. I mean, there was nothing unusual about it.
11 I made all the same decisions I would normally have made, and have
12 made before.

13 Q. Okay.

14 A. I don't know. I'm just -- I'm confused.

15 Q. I understand. That's very understandable. After the
16 accident have you -- when you've gone back and you talked to the
17 doctors, have you discussed any of this with them to say, hey,
18 everything was fine, I wasn't hurt, but there seems to be a
19 difference between the stories? Have you looked -- have you
20 talked to your doctors about that to figure out if they've got any
21 ideas?

22 A. No.

23 Q. Okay.

24 A. No, I haven't discussed much in the way of details of this at
25 all with anybody, any doctors. I mean, doctors were purely for

1 physical issues.

2 Q. Yeah. Okay.

3 DR. WEBSTER: Shaun, you got anything else? I'm going to sit
4 back and ponder this for a second, and then we'll see if I got
5 anything else come out.

6 MR. WILLIAMS: No, I don't have much. I'll be interested to
7 find out about the autopilot control panel.

8 BY MR. WILLIAMS:

9 Q. Rick, do you remember the sim at UAA? Does it have an
10 autopilot in it?

11 A. It does, but if I remember correctly it's got a 150, not the
12 225.

13 Q. Okay.

14 A. They are completely different autopilots.

15 Q. Okay.

16 BY DR. WEBSTER:

17 Q. On your last physical you say you wear glasses for reading or
18 whatever.

19 A. Oh, yes, yes. In light, near vision. I mean, I'm 61 years
20 old.

21 Q. Okay.

22 A. I do. And because of the diabetes I also do an annual eye
23 exam, and they're still showing me as, you know, my vision still
24 being quite good.

25 Q. Okay. So I just wanted to double-check on that to see how

1 that was going because obviously, flying, I want to make sure the
2 vision is okay. The glasses you wear, are they prescription or
3 are they the -- the ones that I'm wearing right now to read this
4 that I've picked up at Cosco from the Cosco eye check.

5 A. Hey, that would be me. I just wear a 1.25 over-the-counter
6 reader.

7 Q. Okay. That puts the instruments in a crisp, clear setting
8 for you?

9 A. Oh, absolutely. Plus, in certain light, in bright sunlight
10 and everything, I have no problems seeing without them.

11 Q. I totally understand.

12 A. If I'm looking at something that's pretty fine, I'll throw
13 them on real quick. I always keep them in my pocket, handy. And
14 then I'll -- by the way, you'll find the three results of my --
15 the last 3 years of my eye exams, Oak City's got full copies of
16 those reports.

17 Q. Okay. All good. So you can see, which is -- but I thought
18 I'd better ask about that because, you know, flying tends to be a
19 visual environment and I'd be remiss if I had not asked about it.

20 So vision is good. Hearing is good, obviously. Blood sugar
21 is running a little high. High blood pressure is doing well.

22 A. Well, you know, I asked about that, Dr. Webster, because when
23 they took that and they said 260 or whatever it was, I went, wow,
24 that's really high. And they made the observation that when
25 you've been on adrenaline it can escalate or elevate blood sugar,

1 and I was not aware of that. So I just wrote it off to that.
2 Because, no, I did not do a finger prick that morning. You know,
3 I had -- gosh, I hadn't seen one that high in years and years and
4 years. I mean, I'm not kidding.

5 Q. All right. And I guess I've got to ask this question. Have
6 you ever had any altered consciousness from high or low blood
7 sugars?

8 A. Negative.

9 Q. Okay.

10 A. So I've never -- not that I'm aware of, not -- and when I'm
11 saying not aware of is any issues with hyper or hypoglycemia.

12 Q. Okay. Any episodes of not remembering things that have
13 happened during the day?

14 A. No, not that I recall. I'm sorry. That's a bad answer,
15 isn't it? No, no, none at all.

16 Q. Okay. I really don't have anything else for you. I'd want
17 to know if anybody did say that -- you know, I'd be definitely
18 curious about a 60-year-old male who's got diabetes and high blood
19 pressure, if there was any risk of obstructive sleep apnea. But I
20 don't know -- you have a girlfriend or anything that tells you
21 that you don't -- or your wife, I'm sorry, wife, girlfriend, that
22 says, hey, you --

23 A. I'm single.

24 Q. Okay. So nobody is telling you that in the middle of the
25 night you stopped breathing?

1 A. No.

2 Q. Well, that's -- it's certainly good not to stop breathing in
3 the middle of the night, but -- so I've seen a couple of cases
4 where people have had microsleeps and didn't even recognize that
5 they had obstructive sleep apnea. So that's why I ask some of
6 these questions, and --

7 A. No. I sleep pretty well usually. Some nights I don't sleep
8 as much, you know, just especially since this incident.

9 Q. Okay.

10 A. Kind of wake up with a start every once in a while and --

11 Q. Do you ever wake up choking or gagging?

12 A. Oh, no. No, not at all.

13 Q. Okay. Or wake up when you all of a sudden you just feel like
14 you're -- somebody is actually choking you?

15 A. No.

16 Q. Okay. Well, definitely some -- those are some of the basic
17 sleep apnea questions that I've been asking you. So I'm just
18 covering --

19 A. Right. I understand.

20 Q. -- covering my bases there. So you know that, but --

21 A. Yes. Of course.

22 Q. -- I've got to ask them. So anything else that you want to
23 pass along to us as we keep working on this investigation?

24 A. I don't know what else I can add. You know, I've relayed as
25 accurately as I possibly can what I experienced and my

1 recollections. I'm still completely puzzled and confused by these
2 diagrams.

3 There was something that Art brought up, Shaun, at our last
4 meeting.

5 MR. WILLIAMS: Yeah.

6 MR. REITER: Regarding the -- how did he phrase it? The
7 scaling or something having to do with these photographs.

8 MR. WILLIAMS: I just zoomed in so that we could see more of
9 it or zoomed out so we could see more of it. When you see the
10 actual digital file there, it's -- it's identical, but it's just
11 overlaid onto Google Earth. The digital file is correct. The
12 print, like I said, I zoomed in so that we could get everything
13 from 2500 to the descent on there, and with the TAWS, so you could
14 actually see it and it wasn't just a tiny little blip.

15 DR. WEBSTER: Hey, when does TAWS -- does TAWS record all the
16 time, and how does it record?

17 MR. WILLIAMS: No. So once there's a TAWS alert, it'll go 20
18 seconds back and 10 seconds forward. In this case, there wasn't a
19 10 seconds forward so I think we ended up with 26 seconds of data,
20 I believe.

21 DR. WEBSTER: Okay. And where does the TAWS pick up? This
22 is for the pilot, not for the investigator but for the pilot.

23 BY DR. WEBSTER:

24 Q. Where does your TAWS get its signal from? Is it -- do you
25 know? To say, hey, I'm too low?

1 A. Are you asking me?

2 Q. I'm asking Rick.

3 A. Okay.

4 Q. Rick.

5 A. As far as I know, there's some sort of, I assume, a radar
6 antenna of some sort underneath the aircraft that measures. I'm
7 assuming it comes off of the radar altimeter. I -- you know,
8 although I may be familiar with how some of these systems
9 function, the actual, you know, identifying actual parts of it and
10 such like that, you know, I'm not that familiar with.

11 Q. Do you know if this airplane -- I can specify the Navy, you
12 know, we were playing with something called eTAWS, which had a
13 compilation of both the radar altimeter, but it also put a overlay
14 of the database of the ground, so the map of the world. So it
15 could actually -- you'd be looking down, but it also know what's
16 ahead of you, and give you an alert if there was something that
17 you were going to run into even though the radar wasn't picking it
18 up. Do either of you have an idea if this airplane has the
19 enhanced TAWS or just has basic TAWS?

20 A. I believe it's got the enhanced TAWS. And on our moving
21 maps, it does supply us with the information, which you just
22 suggested. So, for example, if I were flying toward a range of
23 hills or mountains, if my altitude was such that the database of
24 that terrain would be in conflict, I would receive a conflict
25 warning.

1 Q. Okay.

2 A. And also, what is it, I think that's a GMS-200, I think, was
3 in that airplane.

4 Q. Okay. What does that warning sound like when you get the
5 TAWS warning?

6 A. Well, a forward warning is just a visual warning on the
7 moving map.

8 Q. Okay.

9 A. It's not auditory. If you set your radar altimeter to a
10 certain altitude, and I take -- I usually fly around with mine set
11 at 500 feet because that's minimum for 135 operation. I just,
12 that's just kind of a standard thing I do, unless I'm setting it
13 specifically for an approach where you're setting your MDA or DH.

14 Q. Okay.

15 A. I'm trying to remember. I mean, you can get a -- everything
16 from a 500-foot warning to a --

17 Q. Does it state that you're at 500 feet or what does it say to
18 you? Does it speak or does it doodle, or what's the tone sound
19 like?

20 A. The 500 -- it actually says 500.

21 Q. Okay.

22 A. That's a spoken. Then there's also descent rate, terrain,
23 pull up. I'm trying to remember some of the other call-outs that
24 you occasionally hear on these. Because they're not 100 percent
25 fool-proof. There are quite a number of instances where our -- we

1 will be, say, landing visually at an airport and the database does
2 not recognize that location, and so it will give you a false --
3 even though we're in a full landing configuration and everything
4 is all golden, it will still holler out, hey, terrain, terrain,
5 pull up, pull up, you know, kind of -- so they're not absolutely
6 fool-proof.

7 Q. Okay. In this case, the TAWS -- let me see, there's a -- for
8 the TAWS picture to come up, there was a TAWS warning that went
9 off 6 or 7 seconds before ground impact. Do you remember what it
10 said?

11 A. You know, I don't remember hearing it, but I've got to admit
12 I was a little, little occupied at the moment. I don't recall
13 whether I heard a TAWS warning or not.

14 Q. Okay. Do you remember how much time it was between when you
15 perceived the disconnect and the time you hit the ground?

16 A. You know, that question has been asked many, many times, and
17 I honestly do not have a good feel for that. It wasn't very long,
18 but I don't recall. I can't tell you 30 seconds, 1 minute, 2
19 minutes. I just don't have a good grasp of what that time was.

20 Q. Okay.

21 A. I mean, I can sit here and I can analyze it, and say, you
22 know, I was going this fast; it took this much time, dah, dah,
23 dah, dah. But, you know, I have no way of determining what that
24 actual time was.

25 DR. WEBSTER: Okay. Shaun, you got anything else?

1 MR. REITER: Must have gone to sleep.

2 DR. WEBSTER: He must have.

3 Shaun, you there?

4 MR. WILLIAMS: Yeah. Yeah, I'm here, guys.

5 DR. WEBSTER: Did we wake you up?

6 MR. WILLIAMS: No. I just had to run down the hall real
7 quick.

8 DR. WEBSTER: Okay. We're chatting away about pilot stuff
9 and -- yeah, okay. I didn't know if you had anything else that
10 you want to discuss?

11 MR. WILLIAMS: No. I think we've covered what I needed to,
12 guys, and if anything comes up as we move forward, Rick, I'll be
13 sure to reach out to you or to Bart.

14 MR. REITER: Okay. Yeah, Bart told me 2 weeks ago, I think
15 it was, or -- was it 2 weeks ago, 3 weeks ago, to expect a call
16 from you. And so I was kind of sitting around, and never heard.
17 So I didn't know if I was supposed to get in touch with you or
18 whether you would reach out to me. So please don't hesitate --

19 DR. WEBSTER: Shaun has extra cases that he has to work.

20 MR. WILLIAMS: I got launched --

21 MR. REITER: I can appreciate that.

22 MR. WILLIAMS: Yeah. I got launched out after we had that
23 conversation. So --

24 MR. REITER: Yeah. Well, unfortunately, I wish that your job
25 was absolutely boring because that would mean that there was

1 nothing going on.

2 DR. WEBSTER: Well, I don't have anything for you.
3 Everything -- I've got all the information I was looking to
4 gather. It's a pleasure talking with you, and wish we could chat
5 under different circumstances.

6 MR. REITER: Me too. This has been really kind of a -- an
7 upset apple cart in my life, one that I was not ever thinking
8 would happen to me. And I'm just as confused as you guys are over
9 why and how this all went down. I'm curious as to why that -- or
10 the autopilot isn't showing what I recall. That and --

11 DR. WEBSTER: Well --

12 MR. REITER: -- the profiles just don't make sense to me.

13 DR. WEBSTER: I would, you know, I would think about it some
14 more, and don't hesitate to chat with somebody about if you think
15 there's -- if it's electronic, you think it's an electronic issue,
16 that's one thing. If it's a memory issue, I'd chat with somebody
17 about, you know, what can -- what could cause these things to
18 cause a variation between what you remember and then, you know,
19 what the electronics is showing. So it doesn't hurt for your
20 well-being. But that will be up to you.

21 And so I can see, I can see it's -- I can see some
22 interesting findings, and I wish you the best, and it definitely
23 would help us out to figure out what's going on. So --

24 MR. REITER: Yeah, that's what I've been trying to do. We're
25 just trying to get this thing figured out, but like I say, I'm as

1 confused about this now seeing these pictures. Again, Shaun
2 showed these to us back in -- I don't remember when that was; late
3 April maybe.

4 DR. WEBSTER: Yeah, that we met.

5 MR. REITER: And, you know, at the time I didn't really look
6 at them very closely. I mean, everything was still so fresh in my
7 mind. Now, of course, you know, 10 weeks later, I'm kind of,
8 like, boy, what's -- you know, I've got to kind of recall some of
9 this stuff.

10 DR. WEBSTER: Okay. Well, I wish you the best on this. And
11 Shaun's got my number. If you have any questions for Shaun or for
12 me or anything else pops up, if you have any episodes of memory
13 changes in the next couple of weeks that -- I want to know about
14 it, let Shaun know. Those are, you know, just things that we
15 definitely look through for the medical side of the house, but
16 that's up to you.

17 MR. REITER: As a matter of fact, I've been dealing with a
18 group up in Anchorage from the FAA regarding my medical. They had
19 sent me a letter back in the middle of May regarding the accident,
20 and whether any injuries would prevent me from holding a medical
21 certificate. At the time they were either looking for doctor's
22 reports or a statement from myself. I supplied them with a
23 statement, but unfortunately it's all crossing in the mail. In
24 the meantime, I picked up a fresh Class 1 medical. So --

25 DR. WEBSTER: So one of the things -- I used to be in the FAA

1 many years ago. So one of the things that generally happens in
2 the FAA if somebody's had a crash, the FAA wants to gather all of
3 the records associated with the crash so that they can make a
4 determination in addition to what the aviation medical examiner
5 sends them. They'll often ask for additional information, and
6 generally if you are having issues with getting that kind of stuff
7 done, you know, contact the people that took care of you
8 afterwards and say, hey, look, just send this to me in a package
9 or send it straight over to the FAA.

10 And usually the regional flight surgeon would be your point
11 of contact up there. And say, hey, here's the information you
12 asked for, you know, is there anything else you need? If you're
13 proactive like that, they're usually pretty good about getting
14 your stuff back.

15 MR. REITER: Oh, yeah. I was actually, when I got back --
16 I've been on a little bit of a family reunion out in California.
17 When I got back the other day, there was another letter inclusive
18 of the May 16 letter. This one was dated June 5th. And it was
19 asking for more information regarding my diabetes and such. And
20 in the meantime, I had sent all of that information, forwarded it
21 by cover to -- along with my new medical certification information
22 to Oak City. So --

23 DR. WEBSTER: Okay. You may want to -- yeah, just make sure.
24 Call them, and make sure that they get it, and they've got
25 everything they need, so --

1 MR. REITER: Yeah.

2 DR. WEBSTER: -- that gets taken care of.

3 MR. REITER: Yeah. I was on the phone with Anchorage the
4 other day about that, and their understanding of that, that it was
5 out for scanning or some sort of thing. I don't know what it was.
6 So --

7 (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: HAGELAND AVIATION FLIGHT 3370
 APRIL 11, 2018
 Interview of Eric "Rick" Reiter

ACCIDENT NO.: ANC18LA031

PLACE: Via Telephone

DATE: June 27, 2018

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.



Katherine Molley
Transcriber