

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

SECURITY AVIATION ACCIDENT

*

COOPER LANDING, ALASKA

*

NOVEMBER 29, 2019

*

*

* * * * *

Interview of: LUCAS HICKLE

Copilot and Flight Follower

Tuesday,
December 17, 2019

APPEARANCES:

NOREEN PRICE, Investigator in Charge
National Transportation Safety Board

PAULA HUCKLEBERRY, Investigator in Charge
Federal Aviation Administration

JEFFREY McMILLAN, Chief Pilot
Security Aviation

ROBERT RICHMOND, Attorney
Richmond and Quinn
(On behalf of Security Aviation personnel)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Lucas Hickle:		
By Ms. Price		5
By Ms. Huckleberry		14
By Ms. Price		17

I N T E R V I E W

MS. PRICE: Okay. Today we're here at Security Aviation doing interviews for ANC20FA007. I'm Noreen Price, the NTSB investigator in charge.

MS. HUCKLEBERRY: Paula Huckleberry. I'm with the FAA.

MR. McMILLAN: Jeff McMillan, company representative for Security Aviation.

MR. HICKLE: And Lucas Hickle, flight follower for Security Aviation.

MR. RICHMOND: And my name is Bob Richmond.

MS. PRICE: Okay. Thank you very much, Luke, for being here today. The NTSB is an independent investigative service. We -- I work for the safety board, and they're appointed by the president. The purpose of the investigation is to determine probable cause and make recommendations so these type of accidents don't happen in the future.

And we depend on people that have knowledge like you in the company to provide us with information about the background of the company. We can't offer any freedom from liability. We don't get involved in legal cases at all.

The purpose is solely safety. The FAA will be working with us in that, this investigation. You -- we're going to be recording this today, and that recording is going to be transcribed into a written document, which will be attached to the final report.

1 You're permitted to have one person represent you here today.
2 Who is that person?

3 MR. HICKLE: Bob Richmond.

4 MS. PRICE: Great. Thank you very much. So Bob can't answer
5 any questions. If you need to confer with him, we'll just take a
6 break, turn the recording off. Before we get started, do you have
7 any questions?

8 MR. HICKLE: No.

9 MS. PRICE: Okay. Great. Thank you.

10 INTERVIEW OF LUCAS HICKLE

11 BY MS. PRICE:

12 Q. Can you spell your name for the record, please?

13 A. Yeah, Lucas, L-U-C-A-S, Hickle, H-I-C-K-L-E.

14 Q. And you like to be called Luke? Right?

15 A. Yeah. I go by Luke.

16 Q. Okay. Great. Thank you, Luke. So how long have you worked
17 for Security Aviation?

18 A. I started here the last week of September this year. My
19 first flight was October 1st.

20 Q. Okay. So what is your title with the company?

21 A. I am a copilot, or second in command, and a flight follower.

22 Q. Can you give me a brief description of your aviation
23 background, where you got your training, what certificates you
24 have, and about how many hours you have?

25 A. Yeah. I started my flight training in Fairbanks. I got my

1 private license up there. And then I did my instrument rating in
2 Anchorage. And I got my commercial in Palmer and my multiengine
3 in Anchorage. And I graduated UAA Aviation Management with a
4 minor in air traffic control.

5 Q. That sounds great. You sound perfect for a flight follower
6 position, and the SIC. So about how many hours do you have now?

7 A. A little over 450, I think.

8 Q. And what airplane do you, are you SIC? In the --

9 A. The Cessna Conquest.

10 Q. Okay. So have you had any training on your flight follower
11 duties?

12 A. In person, office training, yeah.

13 Q. So hands on training in the office?

14 A. Hands on, yep.

15 Q. Do you have -- are you officially assigned as a flight
16 follower in your training record, do you know? Do you --

17 A. I --

18 Q. You may not know. It's okay --

19 A. I don't know.

20 Q. -- if you don't know; that's fine, too.

21 A. Yeah, I -- on our, I guess contact list, I'm a flight
22 follower. I'm listed on there as a copilot and flight follower.

23 Q. So who provided the training for you?

24 A. Jason Ward and Justin Soucy.

25 Q. How often have you done that position by yourself as a flight

1 follower?

2 A. I don't remember the exact date of when I started taking the
3 phones. Maybe a couple weeks into it I think I started taking the
4 phones, and at that point, I wasn't free to do stuff on my own. I
5 still called Justin and confirmed stuff that I didn't know or
6 hadn't come up with, and other people, too.

7 Q. So have you worked as a flight follower maybe on 20 days
8 roughly, or 10, or maybe even more than that?

9 A. Probably closer to 40 days when I was on my own. Yeah.

10 Q. Okay. All right.

11 A. Yeah, 40 to 50.

12 Q. So are the duties that you have as a flight follower written
13 down anywhere? Do you have any guide, or where do you go to find
14 information?

15 A. There is information in the GOM for my position and my
16 responsibilities.

17 Q. Do you feel confident in your abilities when you started by
18 yourself as a flight follower?

19 A. Yeah. Yeah, I felt pretty confident.

20 Q. And who do you report to as a flight follower? Who's your
21 supervisor?

22 A. The DO and also Jason.

23 Q. Who hired you?

24 A. Jason and -- Jason.

25 Q. Okay.

1 A. As far as the flight follower position, Jason, yeah.

2 Q. Okay. Have you -- so you've already had company training as
3 SIC?

4 A. Yeah.

5 Q. So you're familiar with the company GOM and basic ground and
6 flight --

7 A. Um-hum.

8 Q. Okay. So do you know what operational control is?

9 A. Yes.

10 Q. Can you describe it for me as you understand it?

11 A. Operational control is the, I guess the ability or the
12 authority to initiate or terminate a flight for the company.

13 Q. And as a flight follower, did you have operational control?

14 A. No.

15 Q. Do you feel like you have enough resources in the office
16 there to fulfill your duties as a flight follower?

17 A. Yeah.

18 Q. What are some of the challenges for you as a flight follower?

19 A. Well, when we have a lot of flights in a particular day, you
20 know, it's a lot of people to watch on the tracker. I mean, it's
21 doable. It's completely doable. It just takes a lot of my
22 attention. It's --

23 Q. Is there always just one person in the office, or are there
24 sometimes --

25 A. No. Mondays, Thursdays, and Fridays, Justin is there with

1 me. Generally, unless he's on vacation or something.

2 Q. So as a flight follower, are you responsible for obtaining
3 weather information before flights for the pilots?

4 A. Not specifically. I just assist pilots.

5 Q. So do you get the weather? Do you look at the weather as a
6 flight follower? Is that one of your duties?

7 A. Yeah. Generally, I look at it as far as, you know, if I call
8 somebody after hours, they're going to want to know what the
9 weather is. It's not a duty of mine. That's the pilot's duty to
10 get the weather. But I will look at it to pass on, because I know
11 what they're going to ask usually.

12 Q. Okay. We -- what weather tools do you use when you, when you
13 look at the weather?

14 A. I check the METARs generally for the places that we are going
15 in for Anchorage.

16 Q. And where do you get the METARs? What site do you --

17 A. Usually SkyVector.

18 Q. So from your experience as a flight follower, what are some
19 of the bigger weather concerns for Security Aviation?

20 A. The pilots make that call on whether they fly or not based on
21 the weather.

22 Q. Do you ever discuss the weather with the pilots, you know,
23 like --

24 A. If they ask me, yeah. Yeah. Sometimes, they'll ask me to
25 check the METAR, you know, if they're in a location where they

1 can't check the weather right then and there. They'll, they might
2 call and say, what's it doing in Anchorage now? And I can read
3 them the METAR from it. I'm a resource for them.

4 Q. Okay. How about after a flight departs, do you watch the
5 weather after a flight goes or --

6 A. Yeah. Yeah.

7 Q. Do you have any say in the go/no-go for a flight?

8 A. As far as operational control, no, but we do have a company
9 policy that if anybody feels unsure about something, we have the
10 ability to stop the flight. And I have that.

11 Q. Have you ever had to do that? Have you ever said no-go to
12 them?

13 A. I have not.

14 Q. So this is a question -- you know, we have a lot of weather
15 accidents in Alaska, and I'm not -- this accident is not one of
16 them, so we like to get feedback from people like you as to what,
17 you know, what are some of your best tools you use, and so this
18 is, that's what these questions are about. What weather tool do
19 you find most helpful that you check? As a pilot, too, because
20 you're a pilot as well, so when you --

21 A. Are you asking for, as when I'm flight following or as when
22 I'm a pilot?

23 Q. Both. So as an Alaska pilot and flight follower, what
24 weather information do you find most valuable? Again, it's not
25 really part of the investigation, but it's a little safety

1 background that I'm interested in.

2 A. I think that's a fairly vague question, because when I fly
3 personally, it would be different than when I fly professionally.

4 Q. Okay. We'll leave it. We'll leave that alone, then.

5 A. Okay.

6 Q. Do the company pilots provide PIREPs to you as a flight
7 follower?

8 A. Can we come back to that? I need to think.

9 Q. Sure.

10 A. Okay.

11 Q. Yeah.

12 A. Yeah.

13 MR. McMILLAN: Can I suggest something then?

14 MS. PRICE: Yeah.

15 MR. McMILLAN: Just a suggestion.

16 MS. PRICE: Yes. Yeah.

17 MR. McMILLAN: Of what we're talking about, say land
18 somewhere and there's an icy runway, we would --

19 MR. HICKLE: Uh-huh.

20 MR. McMILLAN: -- we would --

21 MR. HICKLE: Sure.

22 MR. McMILLAN: -- call back and say, if someone went on a
23 flight, the weather was bad, or maybe --

24 MS. PRICE: Yeah.

25 MR. McMILLAN: -- the service conditions were bad, icy

1 runway, that would be called back.

2 MS. PRICE: The condition report.

3 MR. HICKLE: I guess I'm not sure what I mean -- what you
4 mean by PIREP. Like I -- you give PIREPs to air traffic or flight
5 service, and they post them.

6 BY MS. PRICE:

7 Q. Some companies give -- I realize PIREPs is an official NAS
8 term, but just like you said, they'll, they'll give a company
9 version of a PIREP back to the company.

10 A. Yes.

11 Q. But not, but not give it to other, to the general public. So
12 that's --

13 A. We do that, yeah.

14 Q. -- what I'm trying to get at.

15 A. Yeah. So yeah, they -- we will give weather reports,
16 especially if we have one plane flying into a place and another
17 plane following behind, it's very common that we -- they would
18 give a PIREP for it.

19 Q. Do you call them PIREPs or do you call them weather condition
20 reports?

21 A. That's, that's where I was confused --

22 Q. Okay.

23 A. -- with the question.

24 Q. Yeah. No, that's fine.

25 MS. HUCKLEBERRY: Can I ask a quick one?

1 MS. PRICE: Yeah.

2 MS. HUCKLEBERRY: What's the range of your VHF comms with an
3 airplane that's already departed? Do you have a rough idea?

4 MR. McMILLAN: Can I answer that?

5 MS. HUCKLEBERRY: Yeah.

6 MR. McMILLAN: Probably 150 miles --

7 MR. HICKLE: Depending on the altitude.

8 MR. McMILLAN: -- on a Conquest that's gone up to 28, or 2-8-
9 0, 120 to 150 miles. Navajos at, you know, at 8,000 feet, you're
10 going to be a lot less.

11 MS. HUCKLEBERRY: Sure.

12 BY MS. PRICE:

13 Q. Can you describe how you perform flight following, once a
14 flight departs? Like what is the process?

15 A. I typically, I sit in my chair in the office there and I sort
16 of wait for them to take off. And once they take off, they call
17 back with their taxi time, their off time, their fuel on board,
18 souls on board, and the destination that they're heading to. And
19 I write that information down. And then I watch them on the
20 tracker.

21 Q. Okay. How about the flight plan? Do they file that with
22 you, or how does that typically work? Or is that part of it, what
23 you just described to me?

24 A. Typically, they file a flight plan with, not with me, with
25 the flight service.

1 Q. Okay. Do you know if they're required to file a flight plan?

2 A. They are required to file one. They can file one with me.

3 Q. So how long have you known Glen?

4 A. Since I started working here.

5 Q. Working, okay. And how would you describe him? I was -- I'm
6 assuming you worked with him on a pretty regular basis since --

7 A. I loved Glen.

8 UNIDENTIFIED SPEAKER: He wasn't ornery?

9 MR. McMILLAN: See when he flies you over Australia.

10 MR. HICKLE: Glen was a great guy.

11 BY MS. PRICE:

12 Q. What is it about him that made him great?

13 A. His personality. Every day I came to work with him, he put a
14 smile on my face. He was just a great guy.

15 MS. PRICE: The rest of the questions are specific to the
16 accident.

17 Paula, do you have any general questions about how the
18 company does business or in regard to flight following?

19 BY MS. HUCKLEBERRY:

20 Q. As a flight follower, do you accept a flight risk management
21 sheet?

22 A. An ORM?

23 Q. Yeah.

24 A. Yeah, they --

25 Q. That's what you guys call it?

1 A. My job as a flight follower, as it was then was, I just
2 collect them and put them in our book for our paperwork.

3 Q. And do you read them and see if they're filled out correctly?

4 A. No. But that's something we've talked about, and we're going
5 to --

6 Q. And if you --

7 A. We've made -- we're doing that.

8 Q. If you had one that you thought was not realistic, were you
9 in a position to say anything?

10 A. Was I in a position to say anything?

11 Q. Yeah. You know, if you, if you disagreed with the pilot's
12 input on the ORM, are you in a position to question them and say,
13 did you consider this or that, or did you consider night, did you
14 consider weather, did --

15 A. I guess, before the accident, no, we didn't, we didn't go
16 over them with the pilot.

17 Q. But you are a pilot.

18 A. Um-hum.

19 Q. And so you probably -- you may have an opinion on whether an
20 ORM is realistic or kind of --

21 A. I mean I probably would --

22 Q. -- a piece of fiction.

23 A. I probably would have had an opinion on it. Yeah.

24 Q. And did you express that opinion ever?

25 A. I didn't look at it.

1 Q. You didn't look at this particular one that Glen turned in?

2 A. No.

3 Q. Okay.

4 A. No, not until afterwards.

5 MS. PRICE: Do you typically know the number value though on
6 an ORM? Like, doesn't it get put on the flight log for the day?

7 MR. HICKLE: Um-hum. Yep.

8 MS. PRICE: So is that the flight follower that takes that
9 number and puts it in there?

10 MR. HICKLE: No. The pilot does that.

11 MS. PRICE: Oh, okay. All right. So you typically would not
12 know what that number is?

13 MR. HICKLE: Not unless I just looked at it for my own
14 curiosity.

15 MS. PRICE: Okay. All right.

16 MS. HUCKLEBERRY: That's all I have.

17 MS. PRICE: Do you have anything, Jeff, you want to follow up
18 on?

19 MR. McMILLAN: Just a follow-on from what -- since the
20 accident there's been -- the flight followers review every ORM
21 that goes out, and so there's been a follow-up to that. And so
22 now look -- the guys do review every single one, and we have a --

23 MS. HUCKLEBERRY: And then so my question still is, would
24 then Luke have authority to say, hey, I don't like this or I don't
25 agree with it?

1 MR. McMILLAN: Absolutely.

2 MR. HICKLE: Yeah.

3 MR. McMILLAN: Absolutely.

4 MR. HICKLE: Yeah.

5 MR. McMILLAN: Yeah.

6 MS. PRICE: Okay. So this -- these questions are more
7 specific to the accident itself.

8 BY MS. PRICE:

9 Q. On the day of the accident, who had operational control at
10 the time of the accident?

11 A. Glen.

12 Q. And when did you first see him that day?

13 A. I don't remember the exact time.

14 Q. Was it early in the day? Or was it just before the accident?

15 A. Earlier in the day, yeah.

16 Q. And how did he seem?

17 A. Normal.

18 Q. His normal, happy self?

19 A. Yeah. He, he's -- nothing out of the ordinary.

20 Q. And were you, were you flight following throughout the full
21 day?

22 A. Yes.

23 Q. Okay. And when did he leave to go home that day about?

24 A. It was -- I don't remember the exact time. I could give you
25 a range.

1 Q. Yeah, that's fine. A range is good.

2 A. It was after 4. I know it was after 4. We stayed a little
3 later that day just talking personally. And then the range would
4 be until when he got back.

5 Q. Okay.

6 A. It was after 4 though, I know.

7 Q. Yeah. Okay. That's good. So was it a busy day? Did you
8 have -- how many flights went out that day?

9 A. It was not a busy day, no. I don't remember the exact amount
10 of flights. There was one that went to Shemya in the morning.

11 Q. Any other air ambulance flights go that day? No medevacs
12 or --

13 A. I don't remember any, no. Nope.

14 Q. Can you describe how you were notified about the air
15 ambulance request?

16 A. Medevac Alaska called me.

17 Q. And who did you talk to?

18 A. Cory.

19 Q. And what did he say?

20 A. He said that they had a request for a pickup for a patient to
21 escort in Seward. And at the time, one of our normal medevac,
22 Conquest, was out. And I told him that, and he said they were
23 hoping for a Navajo anyways, and we had the Navajo.

24 Q. Who was hoping for the Navajo?

25 A. Cory.

1 Q. Cory? Okay. Do you know why he was hoping for the Navajo?

2 A. I don't.

3 Q. Okay. Did he sound -- did he tell you anything about the
4 patient?

5 A. He just said there might be a potential for a second patient.
6 I remember that sticks out. But that was going to be a separate
7 flight. But they don't -- he didn't give me any details on the
8 condition or anything of the patient.

9 Q. Did he sound excited or anything --

10 A. He sounded routine.

11 Q. Okay. And then on the day of, on that day, how did you
12 decide to call Glen? Was he on duty? Is that how it typically
13 works? You have a duty pilot that's available for these type of
14 requests or --

15 A. He was, yeah, Friday was his normal workday --

16 Q. Okay.

17 A. -- where he will fly. And he's Navajo qualified, which our
18 normal night call guy wasn't that night.

19 MR. McMILLAN: And the other two Navajo, myself and the other
20 Navajo pilot, we were both flying.

21 MR. HICKLE: Were out flying. Yeah.

22 BY MS. PRICE:

23 Q. And it was a workday for Glen?

24 A. Yeah.

25 Q. Okay. So what did you -- describe your conversation with

1 Glen when you called him for the flight?

2 A. Well, I called him, and I said we got a potential Navajo
3 flight to Seward for medevac. And he asked me, he said, what's
4 the observation Seward? And I had already checked that. I knew
5 he was going to ask, and I just read it to him right off of the
6 screen. And then I gave him the one for Anchorage, too, and he
7 said it should be fine. And he agreed to come back in.

8 Q. And was the Navajo configured at the time or --

9 A. It was being worked on. Prior to calling Glen, I went out
10 and verified with the mechanics that they'd be able to get the bed
11 in.

12 Q. Okay. And so there was a mechanic on duty, working at the
13 time?

14 A. Two.

15 Q. Two of them? Okay.

16 MS. HUCKLEBERRY: Do you check anything else besides METARs?
17 Winds aloft, winds forecasts?

18 MR. HICKLE: I didn't. No.

19 MS. HUCKLEBERRY: Turnarounds forecast? Icing forecasts?

20 MR. HICKLE: No.

21 MS. HUCKLEBERRY: Okay.

22 MR. HICKLE: I give the pilots what they ask for --

23 MS. HUCKLEBERRY: Sure.

24 MR. HICKLE: -- to assist them.

25 BY MS. PRICE:

1 Q. Um-hum. In your written statement, by the way, thank you
2 very much for providing that. That was very helpful. There was
3 something regarding Justin saying, remember the winds in the
4 south. Do you know what he was referring to?

5 A. He was, if I remember right, he was referring to the winds on
6 the south side being strong, like in South Anchorage.

7 Q. Okay. It wasn't -- was it not the Kenai Peninsula but
8 just --

9 A. South side.

10 Q. -- South Anchorage? Yeah. Okay. Got you.

11 A. Yeah.

12 Q. When Cory spoke to you, did he mention that the flight had
13 been turned down by other companies?

14 A. No.

15 Q. Have you been part of the dispatch of medevac flights before
16 since you've been a flight follower?

17 A. Yes.

18 Q. Do you know if Security Aviation is called first by the
19 hospital, or is, usually when you guys get the call, is it the
20 last request of --

21 A. I don't know.

22 Q. Okay. So when you talked to Glen, he -- where -- was he on
23 the highway driving home, or was he home already?

24 A. I don't know.

25 (Phone interruption.)

1 MS. PRICE: Sorry about that.

2 MR. RICHMOND: The White House?

3 MS. PRICE: Yeah.

4 MS. HUCKLEBERRY: Number two daughter?

5 BY MS. PRICE:

6 Q. Can you describe the weather conditions? Do you remember
7 what the weather conditions were down the peninsula at the time
8 that you were getting this flight together?

9 A. The weather at Seward I remember, when I called Glen, it was
10 like a 4,200-foot ceiling there, and the temperature and dew point
11 were very close, and light winds.

12 Q. So what were you thinking when you, when you saw that
13 weather?

14 A. I just thought I'd pass it on to Glen.

15 Q. Okay. Do you know what time, about, Glen arrived to the
16 hangar?

17 A. I don't know. I didn't check the time when he got there.

18 Q. So we looked at the ORM risk assessment that he filled out,
19 and it was not complete. Did you know that it was not complete?

20 A. Prior to his departure, no.

21 Q. All right. Did he file a flight plan?

22 A. He left a company flight plan with me.

23 Q. And in that flight plan did it, did he give you the routing?

24 A. Yeah.

25 Q. If I show you the sectional, can you show me where that, the

1 routing is on there?

2 A. Yep. Yep. He said that his original plan -- well, first he
3 told me he was planning on coming in from the west, and I didn't
4 know exactly what he meant by that, so I pressed the issue. And
5 he said he was going to come here and follow the lake around. And
6 if he couldn't follow the lake, he was going to follow the road if
7 he wasn't able to see the lake.

8 Q. Did he tell you what altitude he planned on following this
9 road and lake?

10 A. He did not tell me his intended altitude.

11 Q. Okay. And if he couldn't get in, did he say, like if he ran
12 into weather or problems, what his plan was?

13 A. He was going to pop out IFR back to Anchorage.

14 Q. Okay. Have you ever been to Seward, flying, flying-wise?

15 A. Personally, I've flown there once, but I didn't land. I flew
16 over top.

17 Q. Okay. Do you know what call sign he departed with?

18 A. I think it was Security 36.

19 Q. Are medevac flights usually using security call signs or --

20 A. Generally, we say medevac security, but with company, we just
21 say security.

22 Q. Okay. I believe your GOM says call sign medevac when they
23 fly away, but you wouldn't know that because he's just using his
24 company call sign with you?

25 A. That's what I mean.

1 Q. Yeah. Okay.

2 A. When he talks to me it's security.

3 Q. Right.

4 A. But when we talk to air traffic, we do medevac security.

5 Q. Do you, do you, would you know if he -- you didn't see a
6 flight plan on him, so you wouldn't know what his actual call sign
7 is. Is that correct? What he used with ATC?

8 A. Oh, no, I wouldn't know that.

9 Q. You would not know what he called himself in ATC?

10 A. No, I don't.

11 MS. PRICE: Okay.

12 MR. McMILLAN: Can I ask one question?

13 MS. PRICE: Yeah.

14 MR. McMILLAN: It was 36, not 37?

15 MR. HICKLE: It was either 36 or 37.

16 MR. McMILLAN: The aircraft went by that, it was Security 37,
17 but I see it referred to in your report as Security 36.

18 MS. PRICE: Oh, because he, okay --

19 MR. McMILLAN: It was Security 37, as that -- the number is
20 assigned to the aircraft.

21 MS. PRICE: Yeah. That ATC report that we got, have it, have
22 it all over the place. But there's a radio. I have the audio --

23 MR. McMILLAN: 37.

24 MS. PRICE: -- and I, yeah, we'll -- we can discuss that
25 later.

1 MR. McMILLAN: Yep, that is --

2 MS. PRICE: But that's good. That's a correction we can make
3 to the report. Yeah.

4 MR. McMILLAN: Yeah.

5 BY MS. PRICE:

6 Q. So were you comfortable with the flight as he described it to
7 you?

8 A. Glen's my trainer. If I have any questions about anything, I
9 went to him to ask him if it was okay.

10 Q. So what you're saying is Glen has a lot of experience, so if
11 he thinks it's okay, then -- right? Is that what you're saying?
12 You thought it was okay because he's got that experience and
13 knowledge? Is that a correct statement?

14 A. Yeah.

15 Q. Okay.

16 A. Yeah. If I had seen something that I thought was dangerous
17 or unsafe, I would have, I would have said something to him.

18 Q. Um-hum.

19 A. Yeah.

20 Q. Do you know what the night VFR minimums are for 135 flights?

21 A. Prior to the accident, I did not.

22 MS. HUCKLEBERRY: You have a commercial now, right?

23 MR. HICKLE: Yeah.

24 MS. HUCKLEBERRY: Yeah.

25 BY MS. PRICE:

1 Q. Do you believe from listening to him describe the route to
2 you, that he was planning on flying low or flying high, or any
3 feeling for -- what was your impression of how he was going to get
4 there?

5 A. I thought he would do what he needed to do to make the flight
6 safely.

7 Q. Was Glen the type of pilot who would get the flight done no
8 matter what?

9 A. I don't think I have enough background to speak that
10 regarding him.

11 MS. HUCKLEBERRY: Did you ever see him turn down a flight?

12 MR. HICKLE: I can't remember.

13 BY MS. PRICE:

14 Q. Have you ever observed any other flights at Security Aviation
15 where the pilots may have violated regulations or your GOM or
16 company policies?

17 A. No, I don't think so.

18 Q. Do you feel that you have, you had the authority to stop that
19 flight?

20 A. Yeah, I could have. Based on what I told you earlier, of
21 anybody can stop one.

22 Q. Okay. And can you describe what happened after he departed?
23 He called outbound.

24 A. He called up, he said, 40, 48, Seward with his call sign,
25 which is either 36 or 37.

1 Q. So, 40, 48, what does that --

2 A. Forty was his taxi time.

3 Q. Okay.

4 A. And 48 was his lift off time. And Seward was the
5 destination.

6 Q. And that's on your company frequency that he --

7 A. Yes.

8 Q. And what happened after that?

9 A. He flew and --

10 Q. Did you hear from him at all on the radio again?

11 A. No. No. I just watched him on the tracker.

12 MS. PRICE: Do you think you would have been able to hear him
13 from there? You know, not down in the valley, but prior to that,
14 is that distance, I mean it's, is that 3,000 feet or so?

15 MR. McMILLAN: I don't know. That -- maybe, maybe not is
16 what I'm -- so, yeah.

17 MS. PRICE: Okay. Okay. And then as far as watching the
18 tracking device, what happened?

19 MR. HICKLE: I just watched him go and go, and I'm doing
20 other stuff at the same time, you know.

21 MS. PRICE: What were you doing at the same time?

22 MR. HICKLE: I was updating -- at that time I was working on
23 updating the pilot schedule. You know, I just put the previous
24 times that pilots went to certain places. And, you know, I'm
25 watching the tracker, and I happened to look at the tracker and

1 it, it was overdue for a ping. And I, my first thought was
2 there's something wrong with the tracker, because it occasionally
3 will pause and you have to troubleshoot it, reset it to get it to
4 work again.

5 And that was my first thought. But then I got the call from
6 Cory who said their tracker wasn't working either. And while I
7 was still on the phone with Cory, Jeff called. He'd been watching
8 too. And --

9 MS. PRICE: Okay. That's all the questions I have.

10 MS. HUCKLEBERRY: What's the interval on the tracker?

11 MR. HICKLE: It depends. It's 4 minutes when we're out of
12 cell coverage, which is where he was.

13 MS. HUCKLEBERRY: And then more often in cell coverage?

14 MR. HICKLE: Yeah.

15 MR. McMILLAN: Fifteen seconds --

16 MR. HICKLE: Fifteen seconds.

17 MR. McMILLAN: -- in cell coverage.

18 MS. HUCKLEBERRY: Oh, wow. It's almost a solid line.

19 MR. McMILLAN: It's almost a solid line, yeah.

20 MS. HUCKLEBERRY: Yeah. That's all I have.

21 MS. PRICE: Jeff, do you have any follow-up questions?

22 MR. McMILLAN: I don't think so, no. I think that was, that
23 was good. Yeah, the 36, 37 was the only thing.

24 MS. PRICE: Yeah.

25 MR. McMILLAN: The aircraft was specifically Security 37.

1 MR. HICKLE: Yeah.

2 MR. McMILLAN: I did see 36. Now --

3 MS. PRICE: We'll get that squared away.

4 MR. McMILLAN: Glen and I were as good as each, as each other
5 saying the wrong one, so he may have --

6 MS. PRICE: Yeah.

7 MR. HICKLE: Yeah.

8 MR. McMILLAN: -- quite conceivably gone out and said the
9 wrong one.

10 MS. PRICE: We'll definitely correct that.

11 MR. McMILLAN: That aircraft was Security 37. So --

12 MS. PRICE: Okay. All right.

13 MR. McMILLAN: And it always goes that they don't go by the
14 tower numbers.

15 MR. HICKLE: Yeah, I'm sorry. I could have gotten that mixed
16 up here, too.

17 MR. McMILLAN: Yeah.

18 MS. PRICE: Yeah. That's -- it's not a big deal.

19 MR. McMILLAN: It's -- yeah.

20 MS. PRICE: Do you have anything else you'd like to share
21 that you think might help the investigation?

22 MR. HICKLE: No, I don't think so.

23 MS. PRICE: Okay. Thank you very much for participating
24 today. I appreciate it. That concludes the interview.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SECURITY AVIATION ACCIDENT
 COOPER LANDING, ALASKA
 NOVEMBER 29, 2019
 Interview of Lucas Hickie

ACCIDENT NO.: ANC20FA007

PLACE:

DATE: December 17, 2019

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



Romona Phillips
Transcriber