

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

SECURITY AVIATION ACCIDENT

*

COOPER LANDING, ALASKA

*

NOVEMBER 30, 2019

*

*

* * * * *

Interview of: MICHAEL HIXSEN
PilotTuesday,
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 Hixssen:		
By Ms. Price		5
By Ms. Huckleberry		23
By Ms. Price		24
By Ms. Huckleberry		25

I N T E R V I E W

MS. PRICE: Okay. We're here for NTSB investigation ANC20FA007. My name is Noreen Price, aviation accident investigator with the NTSB, and investigator in charge of the accident.

MS. HUCKLEBERRY: I'm Paula Huckleberry. I'm the FAA investigator in charge for this accident.

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

MR. HIXSSEN: Mike Hixssen, pilot for Security Aviation.

MR. RICHMOND: And my name is Bob Richmond. I'm here as a friend of Mike's.

MS. PRICE: Okay. The NTSB is an independent federal investigative service. We determine probable cause and make recommendations so these accidents don't happen in the future. We can't offer -- you know, we don't get involved in liability. We can't offer anybody immunity from criminal cases or regulatory investigations. This is strictly a safety investigation. We're working with the FAA on that, as well.

Today we're going to be recording the interview. That recording's going to be transcribed and that will be part of the permanent public record.

You're allowed to have one person to represent you here today. Who is that person going to be?

MR. HIXSSEN: Bob.

1 MS. PRICE: Okay, Bob. Bob cannot answer any questions. If
2 you need to take any questions or chat with him, we'll just take a
3 break and take care of business and then come back to the
4 interview.

5 MR. HIXSEN: Okay.

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

7 MR. HIXSEN: No.

8 MS. PRICE: Thank you again for being here.

9 INTERVIEW OF MICHAEL HIXSEN

10 BY MS. PRICE:

11 Q. Can you spell your name, please? Your full first and last
12 name?

13 A. Michael Hixssen, M-I-C-H-A-E-L, Hixssen, H-I-X-S-S-E-N.

14 Q. And you go by Mike?

15 A. Yeah.

16 Q. Great. Thank you. How long have you been working for
17 Security Aviation?

18 A. The summer of 2013.

19 Q. And what's your title here, your position?

20 A. Part-time pilot.

21 Q. What airplanes do you --

22 A. The 441 and the PA-31.

23 Q. And were you previously the chief pilot here?

24 A. I was.

25 Q. For what period of time?

1 A. I don't really recall. I think I did it for like about 3
2 years, maybe, from when Jerry Morris left, 3 years after that. So
3 probably '13 -- '14 through '17, something like that.

4 Q. And why did you leave that position?

5 A. You know, it's a part -- it was, I'm a part-time pilot here
6 and my full-time job was -- I just didn't have the time to do it.
7 It started out as an interim thing, and I just ran out of time and
8 couldn't do a good job by being part-time.

9 Q. Can you briefly describe your aviation background and like
10 what your certificates are? About how many total hours you have?
11 Where you got your experience? Who you worked for?

12 A. I started with Peninsula Airways in 1989 on the 441, flying
13 Metroliners, Conquests, flying the bush through 1995. Went to
14 work for MarkAir, flying 737. They went out of business. Went to
15 work for Polar Air Cargo, flying that 747, engineer, FO, captain.
16 And then from Polar Air, I went to Nippon Cargo as their chief
17 pilot in San Francisco, flying 747, check airman, line training
18 captain, simulator instructor. And then from there, UPS in 2007,
19 flying the MD-11 as a first officer, simulator instructor. And
20 then upgraded to captain on the 757, 767.

21 Flying time is probably around 25-, 26,000 hours, and about
22 5- or 6,000 hours of Alaska time.

23 Q. Great. Thank you. So when you were the chief pilot, what
24 were some of the operational challenges you had here?

25 A. Hiring and training new pilots.

1 Q. And in what way was it challenging?

2 A. Just trying to find qualified pilots to do the unique type of
3 flying that we do. And there's lots of pilots out there, but
4 there's a lot of unique kind of flying that we do that needs
5 special attention. And make sure everybody understands, you know,
6 how challenging it can be and keep them trained to that
7 proficiency.

8 Q. Can you elaborate on the -- you were mentioning the type of
9 flying we do here at Security Aviation. What makes it different
10 than somebody else?

11 A. A lot of gravel operations. I think a lot of Anchorage-based
12 airplanes are going to mostly paved runways. We do a lot of
13 gravel operation, and then we've got to pay special attention to
14 prop damage and soft runways. A lot of bush operators deal with
15 that stuff out in the bush, but not so much Anchorage operations.
16 And we do a lot of that.

17 Q. So how -- as a part-time pilot, how are you compensated?

18 A. Now it's strictly -- well, it's hourly and a 4-hour
19 guarantee.

20 Q. Okay. So when you were the chief pilot, did you have the
21 resources that you needed to perform your duties as the chief
22 pilot here?

23 A. I did. Yep.

24 Q. Were there or are there now -- you're still a pilot there --
25 all-pilot safety meetings? Are there all-pilot safety meetings?

1 A. Yes. Um-hum.

2 Q. How often?

3 A. It's about every 3 months.

4 MR. McMILLAN: Quarterly is what it is.

5 MR. HIXSEN: Yeah, 3 months.

6 BY MS. PRICE:

7 Q. And do you -- can you recall any significant issues that are
8 discussed at, you know, in the last year, pilot meetings?

9 A. Usually it -- well it depends on what time of year. If we're
10 going into the winter, we discuss cold, real cold weather
11 operations, especially for the North Slope. But what kind of
12 issues we have with the airplanes as they transition into the
13 cooler temperatures. Make sure that we have the proper wing
14 covers, engine covers, heaters, got enough cords to keep the
15 airplane warm outside.

16 In the spring, it's usually about soft runways again and
17 keeping the airplane from getting stuck. Or if you get them
18 stuck, how do you get them unstuck. And the cautions of using
19 villagers around the airplane and -- it's generally the same
20 stuff, but we have new people coming through so it's new to them.
21 But it's just a -- just constant initial training for new guys
22 that are coming in.

23 Other stuff would be like just things that are unique to each
24 airplane in different temperatures, stuff like that.

25 Q. All right. What weather tools do you use before you go on a

1 flight with Security Aviation? Or you fly elsewhere too, so when
2 you come and take a flight here, what are you checking for weather
3 specifically?

4 A. I used to use DUAT, but lately I've been doing a lot of
5 ForeFlight as a primary use for me. And then I usually back that
6 up with a briefing with the Kenai Flight Service.

7 If there's something significant, then I usually get a little
8 more detail out of flight service. The majority of flight
9 planning and weather, NOTAMS, things of that nature, off of
10 ForeFlight, and then just back it up with the flight service.

11 Q. So do you use any of the graphical displays? I think the
12 ForeFlight, like the Alaska products or --

13 A. I do for the prog charts, but for the -- I do it for the prog
14 charts and, again, I'll match those up with what the government
15 site has, the FAA weather site has.

16 Q. Um-hum. Do you use a weather --

17 A. For this --

18 Q. -- the weather cameras?

19 A. Yep, use the weather cameras as well. Yeah.

20 Q. So what weather situations in Alaska are the most
21 challenging? Like, if you had to pick one thing that --

22 A. Wind and fog.

23 Q. And in what way is the wind challenging here in Alaska?

24 A. Mechanical wind around mountains.

25 Q. Do you -- are you aware of any specific issues with the

1 mountains in the Kenai, the Kenai Mountains?

2 A. A southeast wind is something that can be challenging.

3 (Phone interruption.)

4 MS. PRICE: I'm on call right now. I'm sorry.

5 MR. HIXSEN: No problem.

6 BY MS. PRICE:

7 Q. So you were with the company when they started taking on air
8 ambulance flights; is that correct?

9 A. Um-hum.

10 Q. Did you have any -- were you the chief pilot when that
11 started?

12 A. No.

13 Q. Any concerns with taking on that new type of flying?

14 A. No. As far as I knew it's not -- it wasn't emergency
15 medevac. Right? So it's not -- as far as I know, it's not
16 emergency medevac. It's --

17 Q. Air ambulance.

18 A. -- air ambulance.

19 MR. McMILLAN: Non-critical.

20 MS. PRICE: Air ambulance.

21 MR. HIXSEN: Non-critical, yeah.

22 BY MS. PRICE:

23 Q. Right. But were there any concerns? Did you guys have nay
24 concerns?

25 A. No, not really. Uh-uh.

1 Q. So it was neither a good or a bad thing, it was just
2 another --

3 A. Yeah.

4 Q. -- charter flight that you guys were doing? Was there any --
5 do you remember any initial new training for air ambulance flights
6 you guys had?

7 A. Yeah. There was differences in different types of beds in
8 different airplanes. So there was a -- we had, we did some
9 training on the differences in those beds and how to use them. I
10 think one of the customers had their own system, and we trained on
11 that system for attaching the equipment to the airplane and
12 getting the gurney in.

13 Q. In any of that training was flight safety and accidents
14 talked about regarding emergency medevac or air ambulance flights?

15 A. The type of stuff we talked about is that we just wanted to
16 make sure that -- I mean, it was well known that we didn't want to
17 make that flight any different from any other flight, and that
18 there wouldn't be any more pressure on completing the mission than
19 any other flight.

20 And I think they were -- I think the customers were kind of
21 pretty good at not, you know, making the mission known or what we
22 were doing or who we were picking up. So, I mean that -- I've
23 done medevac stuff before and that's, to me that was pretty
24 standard that we didn't want to get involved with that.

25 Q. That was one of my next questions, is do you have air

1 ambulance experience or --

2 A. I do.

3 Q. With who? Who did you --

4 A. PenAir, when we did the regional.

5 Q. So in Security Aviation have you ever been pressured to take
6 an air ambulance flight?

7 A. Never. No.

8 Q. About how many flights have you done this year air ambulance-
9 wise; do you know? Do you have any idea? Is it a rare thing?

10 Pretty --

11 A. Pretty rare for me.

12 Q. Okay.

13 A. Yeah. And it -- probably five maybe.

14 Q. Any of those at night?

15 A. You know, I don't remember because I get the medevac mixed up
16 with the organ stuff, and that's usually in the middle of the
17 night after a car accident or something. So I can't recall if it
18 was --

19 Q. That's okay.

20 A. -- at night.

21 Q. So when Security gets a call for a medevac, is there an
22 understanding -- do you have an understanding as to whether or not
23 Medevac Alaska was the first company called, the second company
24 called, third company called?

25 A. No.

1 Q. Do you have any understanding of how air ambulance in
2 Anchorage works and who the companies -- who the hospitals call
3 first, second, third?

4 A. No, I don't. I don't really get involved with that or --

5 Q. How about night VFR flights? Do you conduct those very
6 often, sometimes, rarely here?

7 A. Well, I personally don't. I usually -- if I'm going to fly
8 at nighttime, I'm flying IFR. That's just pretty much --

9 Q. Why is that? I know this sounds like a pretty elemental
10 question, but for the investigative purposes some of these
11 questions seem very basic, but --

12 A. To me, if I'm going to be flying where I can't see something,
13 I'm just going to consider myself in the clouds. I'm going to
14 abide by IFR rules. It's easier for me to do it. It's too much
15 work to do it any other way. And I'm going to -- I like to go the
16 easiest way and to me that's flying IFR. So --

17 Q. In Alaska there's a lot of places that neither have official
18 weather, you know, or approaches. In there, I guess weather is
19 probably the biggest issue. So is that a challenge when you have
20 night flights, or would you just not take a flight at night if
21 there was no instrument?

22 A. If the weather was not clear or high overcast or a moonlit
23 night, I wouldn't, I wouldn't do it.

24 Q. Okay. Does the company have a CFIT avoidance program?

25 A. Well, they have training. You know, I'm not sure if it's

1 program.

2 Q. How would you, how would you describe the training?

3 A. Well, we go -- Glen would take us down to Medallion and we'd
4 get in the simulator, and during our special approach training we
5 do a CFIT training in that.

6 Q. Do you think it's beneficial?

7 A. I think it is, yeah.

8 Q. How long have you known Glen?

9 A. 2013.

10 Q. Have you flown with him?

11 A. Um-hum.

12 Q. How would you characterize him as a pilot?

13 A. Very professional. Pays a lot, close attention to the
14 detail.

15 Q. Have you ever observed him breaking any regulations or
16 company policies or --

17 A. Nope.

18 Q. Did he ever wear glasses?

19 A. He did.

20 MR. McMILLAN: Yes, it was medical. No waivers on his
21 medical.

22 MR. HIXSEN: No waivers on his medical.

23 MR. McMILLAN: Yeah, he had glasses.

24 BY MS. PRICE:

25 Q. So did he wear them all the time or just for reading, or do

1 you know? Was he -- did he wear them in the airplane?

2 A. I mean, I can't tell you whether he wore them all time, but I
3 know he had them on in the airplane when I was flying with him.

4 Q. While flying?

5 A. Yeah.

6 Q. Like he would actually, as opposed to -- okay.

7 A. Yeah. I don't recall not -- him not having glasses on.

8 Like, I just can't --

9 Q. Did he wear them in the office, on the computers?

10 A. I doubt it. Do you know?

11 MR. McMILLAN: Just readers.

12 MR. HIXSEN: If you ask me if Glen wears glasses --

13 MS. PRICE: Yeah.

14 MR. HIXSEN: -- yeah, he wears glasses.

15 MS. PRICE: Okay.

16 MR. HIXSEN: But I can't really pinpoint.

17 BY MS. PRICE:

18 Q. Are you aware of any health issues that he --

19 A. No.

20 Q. And now you've been with the company for a while. To your
21 knowledge, did the company have any concerns about his age or
22 health or --

23 A. No.

24 Q. -- his fitness for duty?

25 A. No.

1 Q. How about any financial issues? Did Glen have any financial
2 issues that you might have been aware of?

3 A. The only thing I can think of is Medallion shutting down, and
4 I'm not sure if he was even paid there, but if he was, that was a
5 loss income for him. That's the only thing I would -- that would
6 come to mind is if he had income from that.

7 Q. If a pilot turned down a flight, is Glen the type of person
8 to then take it up and do a flight --

9 A. No.

10 Q. -- that somebody else would turn down?

11 A. No. We've got a pretty good policy here that if somebody
12 turns down a flight because of weather or -- we don't get the next
13 guy in line and send him out. That's just not good.

14 Q. Is that an unwritten policy or is that -- do you think, is it
15 written in the GOM or someplace?

16 A. I can't recall if it's in the GOM or not, but I know
17 definitely it's a policy that is pretty well known.

18 Q. Would you describe -- I mean, you were his chief pilot, so
19 you worked for him so you knew him pretty well. Would you
20 describe his work habits?

21 A. His work habits?

22 Q. Yeah. Was he a slacker?

23 A. No, no.

24 Q. A hard worker? You know --

25 A. No, the guy was --

1 Q. -- I'm trying to get some characterization as to his work
2 ethic.

3 A. No, he was constantly in here, and doing things for Medallion
4 and the CAP. And when he was here, he was here, you know, early
5 in the morning to late at night sometimes. Not flying, but a lot
6 of times he'd be in the office working on projects and that
7 nature, working with that POI on issues.

8 Q. Did he work a 5-day week, or did he come in 7 days or 6 days?
9 Was he -- did he take days off or did he like to work all the
10 time?

11 A. Both. Yeah, he'd take the weekends off, but sometimes if
12 they ran short, they'd bring him in on weekends. That's -- I
13 don't know if that was -- I mean he would come in on the weekends.

14 Q. Um-hum. Did he enjoy working, do you think?

15 A. Um-hum. Yep. He did.

16 Q. Did he ever talk about retirement?

17 A. Retirement from flying the 747s, but not retirement from --

18 Q. But I mean from just working in general?

19 A. No. Uh-uh. Not really.

20 Q. Do you know what he did for Medallion?

21 A. He designed and built and ran the simulator systems out
22 there, as far as I know, and he provided some instruction. When
23 people would come in and want to use the simulators, he'd show
24 them how to use them and --

25 Q. Would you describe him as a workaholic?

1 A. Yeah, I would. I would.

2 Q. How about organization? Is he an organized person,
3 disorganized person or --

4 A. I don't know.

5 Q. Okay.

6 A. Yeah.

7 Q. Was he ever tired? Did he ever talk about being fatigued
8 or --

9 A. No.

10 Q. Did he have enough resources to fulfill his duties as the DO
11 while you were the chief pilot, or now as a pilot?

12 A. I think so. Yeah.

13 Q. Do you -- were you aware of his suspension in 2016 for a
14 Crooked Creek episode?

15 A. I'm aware of the episode but I'm not -- I wasn't aware of a
16 suspension. I mean, I may have just forgotten, but I just can't
17 remember --

18 Q. Do you remember the incident?

19 A. I do.

20 Q. Well, what was it? What happened?

21 A. He slid off the side of the runway in a Navajo, I think.

22 Q. Do you remember, was it something that he did, or can you
23 remember any of the details about why the president would have
24 suspended him from flying? And that's okay if you don't remember,
25 but --

1 A. Yeah. I'm just trying to remember. There was some other
2 things that happened, but I just can't put it -- I can't remember
3 all the --

4 Q. Have you flown the 4087-Golf? Did you ever -- yeah. My
5 understanding is that it has a moving map display when you fly and
6 it does not have TAWS. Is that true, that you know of? Is there
7 any terrain warning system integrated in the --

8 A. No. No, not in the 4087, no.

9 MR. McMILLAN: You see that little square up in the top
10 corner?

11 MR. HIXSEN: On the 480?

12 MR. McMILLAN: Yeah. Yeah, on the -- there was a little
13 square would come up near it, I think.

14 MR. HIXSEN: Yeah, I don't --

15 MR. McMILLAN: That was that small --

16 MR. HIXSEN: But the TAWS is actually the audible in the
17 system, right?

18 MR. McMILLAN: Yeah.

19 MR. HIXSEN: Yeah. I mean it had a --

20 BY MS. PRICE:

21 Q. So, but would you get a red terrain warning --

22 A. Yeah, you'd get --

23 Q. -- on the moving map when you were within --

24 A. Yeah. You'd get a --

25 Q. -- yeah.

1 A. You'd get warnings on the map. But I -- when you say TAWS,
2 I'm thinking of --

3 Q. No, I know. Right.

4 A. -- yeah, audible system that --

5 Q. So what are some of the specific hazards with flying out on
6 the Kenai Peninsula to Seward? Have you flown to Seward before?

7 A. I have.

8 Q. Can you describe some of the hazards?

9 A. Well, I mean the mountainous terrain, yeah. So GPS approach
10 in there is probably -- it's a pretty tight approach, if you're
11 going to shoot that approach in there.

12 The marine combined with the -- the marine weather with the
13 mountains, with the fog. The limited -- well, in fact, you can't
14 shoot the approach in the dark going in there. It makes it pretty
15 difficult to try to get in there when the weather's down and going
16 through the mountain pass is the only other option. You know, if
17 you're going to go through there in the daytime. And it's a long
18 way in there and a long way back out, if you have to turn around
19 and go back out.

20 Q. Yeah.

21 A. If you're going through the pass.

22 Q. When you say the pass, let's look at the chart. I want to
23 talk about the -- how would you get there through the pass?

24 A. So you come up, you come right down through -- just follow
25 the road and then you go through Cooper Landing, Quartz Creek, and

1 you come up over -- let's see where Seward's at. Right here.
2 Yeah. All through here is pretty -- fairly, fairly mellow. But
3 when you come around this corner here, this is pretty high
4 terrain, and when there's fog or a ceiling, this can get really
5 tight in here. You know, if you're coming through here with, you
6 know, 1,000 feet and 3 miles, there isn't any problem, you know,
7 in the daytime.

8 But I've seen this where this can get pretty plugged up. You
9 know, if you come through here and you only have, you know, 500
10 feet of separation through here, you really can't -- if you only
11 have, you really can't turn around in there. So if you run into a
12 wall there, then, you know --

13 Q. I see.

14 A. So, you want to, you know --

15 Q. Is there room to turn around here at the -- this is where the
16 accident was. Is there --

17 A. Depending what -- it depends on what your altitude is.

18 Q. Altitude is. Yeah, 1,000 feet, do you --

19 A. Yeah. We used to do a lot of medevac stuff into here,
20 daytime. And the way we did it, we just -- we'd fly one side of
21 the pass, and at an altitude where we knew that we could
22 turnaround at all times. And once we got to the point where we
23 thought we couldn't do it is when we would go ahead and make the
24 turn and get out of there.

25 Q. Okay.

1 A. So --

2 Q. So now let's call it nighttime. Is this doable?

3 A. Depending on what the weather is. If it's a clear night,

4 sure.

5 Q. What if it's 5,000 overcast?

6 A. I wouldn't -- I probably wouldn't have did that.

7 Q. And what are the 135 VFR minimums for --

8 A. Well, if you've got it --

9 Q. -- navigating VFR?

10 A. 2,000 feet above the highest terrain at night, so --

11 MS. HUCKLEBERRY: What about visibility?

12 MR. HIXSEN: Visibility is going to be, what, 3 miles,

13 something like that. So --

14 BY MS. PRICE:

15 Q. So can you -- do you have any ideas of why Glen was down here

16 at 2,000 feet flying into this valley at night?

17 A. I don't.

18 Q. Would you say that's atypical for him? You've flown --

19 A. No.

20 Q. -- with him -- not typical?

21 A. Not typical.

22 Q. Not typical?

23 A. All right.

24 MS. HUCKLEBERRY: Can I jump in with a quick question?

25 MS. PRICE: Yes, go ahead. Yeah.

1 BY MS. HUCKLEBERRY:

2 Q. What was your last flight for Security Aviation?

3 A. Revenue flight?

4 Q. Yeah.

5 A. Cape Romanzof yesterday.

6 Q. Cape where?

7 A. Romanzof.

8 Q. That's the southwest coast down there?

9 A. Yeah, west.

10 Q. Yeah.

11 A. Yeah, straight out west.

12 Q. Okay. And was that in the Conquest?

13 A. Uh-huh.

14 Q. And did you have a risk management sheet for that flight?

15 A. I did.

16 Q. Do you recall the score?

17 A. It was 13, I think.

18 Q. And what were the limiting or the, like you said, roughest
19 score to that level?

20 A. They were -- the RCR on the runway was 8. Actually, it was
21 probably more than that. I think it was 24, now that I think
22 about it. The RCR on the runway was 8. It was clear skies. The
23 wind was calm. High gradient runway for more than 4 degrees or 4
24 percent or more. And the -- like I said, the braking action at
25 the time was 8. It was a lot better by the time I got there.

1 Over water, mountainous terrain, mountainous terrain in route,
2 single pilot.

3 Q. And it was daytime?

4 A. Daytime.

5 Q. So you had no elevated risk for night or --

6 A. No.

7 Q. And the weather was VMC --

8 A. Yeah.

9 Q. -- and so on? And you had a 13?

10 A. No, I think it was more like 24. I think it was -- it was
11 24. Because I remember redoing it because I didn't put the RCR
12 for the braking action in there.

13 Q. Okay, 24?

14 A. Yeah.

15 MS. HUCKLEBERRY: Okay. Thanks.

16 BY MS. PRICE:

17 Q. So do you think if on this particular accident, if Glen had
18 known that there was a pregnant patient in labor with
19 difficulties, he would have been inspired to continue a difficult
20 flight at night?

21 A. I don't know.

22 Q. Was he that type of person?

23 A. I don't know. Part of me would say, yes. But I'm not -- I
24 can't be 100 percent on that.

25 Q. Um-hum. Now when you heard about the accident, were you

1 surprised to hear about this?

2 A. I was.

3 Q. Do you have any explanation for why Glen with all of his
4 hours and experience and management responsibilities would be
5 doing this flight down low, at night through this pass?

6 A. I don't.

7 MS. PRICE: Those are all the questions.

8 Do you have any Paula?

9 MS. HUCKLEBERRY: Yeah, but just a couple more, and it's back
10 to the risk management.

11 BY MS. HUCKLEBERRY:

12 Q. You're a check pilot with this company. Had you given Glen
13 check rides in any aircraft --

14 A. I had.

15 Q. -- in the last year?

16 A. Um-hum.

17 Q. In the Navajo?

18 A. Yes.

19 Q. Okay. And you weren't here when the accident occurred?

20 A. No.

21 Q. Describing your flight and your risk management sheet down in
22 the west coast and in those conditions, you had a 24. Would you
23 be surprised if there was a risk management sheet for this flight
24 going to Seward at night with some weather and winds and blah,
25 blah, blah, with a score of 8?

1 A. Eight?

2 Q. Eight.

3 A. Yeah.

4 Q. Would you have -- do you have a responsibility as a check
5 pilot to say, hey, we've got to rethink this?

6 A. Yeah. Yeah.

7 MS. HUCKLEBERRY: Okay. That's all I got, Mike. Thanks.

8 MS. PRICE: Jeff, do you have anything you want --

9 MR. McMILLAN: No. But thanks, Mike.

10 MS. PRICE: Okay. Is there anything else you want to add
11 that you think might be beneficial or somebody we should talk to
12 that might help with the investigation, give us some insight into
13 what happened here?

14 MR. HIXSEN: No. Just the only thing I'd like to add is
15 that, you know, I fly for the airlines. We're very structured
16 there; however, I enjoy this type of flying. It keeps me, you
17 know, up to speed for my own personal fly for this kind of flying.

18 And honestly, when PenAir shut down their Caravan operation
19 out in Bristol Bay in 2012 or '11, there wasn't another place for
20 me to go. I looked around the community and looked at the
21 operators, and Security Aviation was by far the cleanest
22 operation, best relationship with the FAA, good training program,
23 great safety policy. And when I interviewed here, Glen and the
24 former chief pilot, Jerry Morris, interviewed me, and Glen was
25 just starting out as the DO at the time. And, you know, his

1 philosophies on safety were aligned with mine and that's why I
2 chose to come fly here.

3 With these guys' reputation and Glen running the show, it was
4 a good fit. And just, that's why I chose to come fly here. And
5 fortunately, they gave me -- they offered me the job here, too.
6 So --

7 MS. PRICE: Uh-huh. Great. Thank you very much.

8 MR. HIXSEN: Okay.

9 MS. PRICE: Appreciate your time. That concludes the
10 interview.

11 (Whereupon, the interview was concluded.)
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SECURITY AVIATION ACCIDENT
 COOPER LANDING, ALASKA
 NOVEMBER 30, 2019
 Interview of Michael Hixssen

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.

A handwritten signature in dark ink, appearing to read 'Romona Phillips', is written over a thick black horizontal redaction bar.

Romona Phillips
Transcriber