

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

SECURITY AVIATION ACCIDENT

*

COOPER LANDING, ALASKA

*

NOVEMBER 29, 2019

*

*

* * * * *

Interview of: DAVID WHISNANT
Line 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 David Whisnant:		
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 today part of the ANC20FA007 investigation. I'm Noreen Price, the investigator in charge.

MS. HUCKLEBERRY: I'm Paula Huckleberry, the FAA AAC.

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

MR. WHISNANT: David Whisnant, line pilot.

MR. RICHMOND: And Bob Richmond.

MS. PRICE: Thank you for coming here today to answer the questions. The NTSB is an independent agency. We investigate accidents to determine probable cause and make safety recommendations.

We're not part of the FAA, DOT. We can't protect anybody against any liabilities. But the purpose is probable cause and make recommendations. We don't want these type of accidents to happen in the future, and you have a lot of knowledge about the company, so the information you have will help the investigation.

If you have any questions, if I ask you a question that doesn't make sense, just ask for some clarification. If you don't know the answer, you don't know the answer. If you have -- you're not sure about information, just say you're not sure.

Remember everything's being recorded today. There will be a transcription made and that will go in the public docket.

Before we get started, do you have any questions?

MR. WHISNANT: No.

1 MS. PRICE: Okay.

2 MR. RICHMOND: Well, there's a --

3 MS. PRICE: Yes. No, that's my, that's my fault. You're
4 allowed to have one person represent you today. Who will that be?

5 MR. WHISNANT: Bob.

6 MS. PRICE: Bob Richmond. Okay. Bob can't answer any
7 questions for you, but if you feel like you need to take some time
8 and have a chat with him, we'll just turn off the recording and
9 you guys can talk, and then you can come back --

10 MR. WHISNANT: Okay.

11 MS. PRICE: -- and answer. If anybody feels they need to
12 clarify a question or something, jump right in, but just ask me
13 first before you jump right in.

14 INTERVIEW OF DAVID WHISNANT

15 BY MS. PRICE:

16 Q. So, Dave, if you would spell your full name for us?

17 A. W-H-I-S-N-A-N-T.

18 Q. And your first name?

19 A. David, D-A-V-I-D.

20 Q. And you go by Dave?

21 A. Either one.

22 Q. Okay. So how long have you worked for Security Aviation?

23 A. I started May of last year.

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

25 A. Line pilot.

1 Q. Are you full-time or part-time?

2 A. Full-time.

3 Q. Do you mind giving a general description of your aviation
4 background, like your -- where you got your training, who you've
5 worked for --

6 A. Okay.

7 Q. -- and then --

8 A. I'm a retired air traffic controller, was an air traffic
9 controller for 31 years, retired in 2014. I had a private
10 aircraft starting in '99, and I flew my private aircraft until
11 retirement, and then became a commercial pilot. I flew for 2
12 years with Grant Aviation, then 2 years for Warbelow's out of
13 Fairbanks, and then I started here. All of my flying has been in
14 Alaska. And the majority of my air traffic was also in Alaska.

15 Q. Very cool. So what airplanes are you assigned PIC to here in
16 Security?

17 A. Navajo and Conquest.

18 Q. About how many total hours do you have?

19 A. About 5700.

20 Q. And how are you compensated? Is it by the hour? Do you have
21 a salary? How does it work?

22 A. I'm compensated with a daily rate and an hourly rate. Not
23 really daily. I guess it's a monthly rate, monthly rate and an
24 hourly rate.

25 Q. Okay. And how does that compare to the other companies that

1 you've flown with? It is average, below average, above average as
2 far as pilot compensation goes?

3 A. I'm going to negotiate a raise shortly. But, no, I'd say
4 I've had an upward trajectory in the companies that I've
5 transferred to, and they've continued with the upward trajectory.
6 But I've also been flying more complex aircraft with each company
7 that I've changed, so that would be expected. I would say they're
8 on par or hoping to get better.

9 Q. Well done. Do you like flying the Navajo?

10 A. Yes. Great plane.

11 Q. Would you describe why? What is it about the airplane that
12 you like?

13 A. Well, it's a nicely powered aircraft. It's well balanced.
14 It's well coordinated. It does excellent in ice for an aircraft
15 that can't fly in the flight levels. And the Navajos here are
16 really well maintained.

17 Q. Can you describe the dispatch process here? I know that
18 there's no dispatch, but how --

19 A. Yeah, the flight following?

20 Q. -- a flight gets assigned and released and so on and so
21 forth.

22 A. If they don't assign me the flight while I'm actually here at
23 work, then I'll receive a phone call or a text. And if it's a
24 text, usually they'll send a picture of the board that'll show the
25 flight routing and passengers. If there's any special things like

1 heavy freight or different catering or something like that,
2 they'll include that in there. And then if I don't respond back,
3 then they'll follow that up with a phone call. If I don't say
4 okay, then they'll follow it up with a phone call.

5 Q. Okay. And then when you show up for a flight, what then?

6 A. What I do or what they do?

7 Q. What you do. And then, and how do you interact with the
8 flight follower, if at all?

9 A. Okay. No, we do interact with them. When I show up, the
10 first thing I do is come in and I say hello. At that point, if
11 anything has changed, that's normally where they would advise me
12 of like, oh, you're only going to have two passengers or we've
13 changed the routing. They'll -- that's when they'll let me know
14 anything like that. Or sometimes, they'll -- there's an aircraft
15 swap, an equipment swap, like we're going to a larger aircraft,
16 the Conquest, or something like that.

17 Oftentimes, depending on who we've got there, they'll also
18 include any special things that they've noticed as far as weather
19 rolling in or NOTAMs, anything like that. At that point, I'll
20 usually grab the can, because if the can's not in the bay, that's
21 the first thing I look for. It means it's somewhere with
22 maintenance. So grab the can, look at that, and then that's where
23 I'll sit down on the computer and start looking at my stuff.

24 Usually when I get up in the morning, I'll check the weather
25 coming in. But that changes, so I'll check the weather --

1 Q. So what weather do you look at when you -- preflight? And is
2 it down in the room there? Is it a computer or is it something
3 else?

4 A. Yep. It's the computer right there. Well, I do two of them.
5 I've got weather on my phone; I'll look at that. But then we
6 bring up the computer; it goes to the official sites. But then we
7 also go to Windy.com is one that I use quite a bit.

8 And then when I do my flight plans, I always do my flight
9 plans in person, over the phone with the Flight Service. So I get
10 a weather briefing from them and NOTAMs. I really appreciate the
11 fact that we still have FAA Flight Service in Alaska, and so I try
12 to give them business whenever I can. I want them to stay.

13 Q. Is that a company practice or is that just your practice, is
14 to file with them every time and get a weather brief?

15 A. That's my practice. I appreciate Flight Service, having
16 local Flight Service, and so I know the more contacts they get the
17 better their chances of funding.

18 Q. So do the flight followers, do they also check weather? Do
19 you have a weather discussion with them at all?

20 A. Usually, yeah. I mean, because they're going to want to
21 know. Sometimes we'll change up our routes depending on weather.
22 If it's, say, scheduled to improve or if it's -- if something's
23 rolling in that's, weather's going to be dropping in a certain
24 location, where we want to go there first. So we'll make -- we
25 interact with them as far as that goes. They don't make the

1 go/no-go decision with us, but they contribute.

2 Q. Okay. So why do you like Windy.com?

3 A. It seems to be fairly accurate. You can look at the choke
4 points, like when you're going through the mountains or near the
5 mountains, you know, you can see where it's accelerating. It
6 gives you a very good visual of conditions and changes in
7 barometric pressure and stuff all over. So it's -- and you can
8 also slide the timeline, so you can look not only where it has
9 been, but you can look what they're predicting for the future.

10 Q. How about the National Weather Service products; do you look
11 at those? Do you look at the area forecast or any of the other
12 many graphicals and whatnot; you pull those up?

13 A. Yes.

14 Q. Have you had any formal training on those products and how to
15 interpret them and --

16 A. I was a certified weather observer in the tower. But --

17 Q. Can you describe the ORM process, your flight risk
18 assessment before a flight?

19 A. After I've gotten my briefing and it's -- gotten all the
20 relevant information together, open it up on the computer and go
21 through it line by line, checking the boxes as needed. That
22 brings up a standard numerical value. But if there's a reason
23 that I need to change that value, like I think it's a higher risk
24 that day, I can change that value. Then when I'm finished with
25 the values, as long as it meets the company standards for me to

1 make the decision, then I make the decision on the flight. If it
2 exceeds the values, then I have to get concurrence.

3 Q. Okay. Who do you, who do --

4 A. If I still wanted to take the flight.

5 Q. Yeah. Who do you get concurrence from?

6 A. Usually through Jeff or the DO.

7 Q. Okay. Do you feel like it's a useful tool for go/no-go
8 decisions for the company?

9 A. Sure.

10 Q. Do you do it every time?

11 A. You -- yeah. If you don't turn in that form, they would --
12 they'll stop you before you leave.

13 Q. Does the flight follower have the authority to say -- I know
14 you said they're not part of the go/no-go. If they were
15 uncomfortable, let's say the risk assessment was high and you were
16 taking it, does the flight follower have the authority to say this
17 is a no-go? Or how would that come about, do you think?

18 A. As far as whether they have the authority, I think I'm the
19 authority on it, or the company. But they schedule the flights.
20 They're the ones that are taking payment from a customer. If they
21 tell me a flight's not going, I'm not going to say, well, I'm
22 going to fly it anyway.

23 Q. I understand that case, but for weather, for risk? Do they
24 play any part of the risk assessment process and go/no-go at all?

25 A. Yes. They play a part. There's discussion between them.

1 Q. Okay.

2 A. If -- I don't think that there's ever a situation where
3 they're going to convince me to go when I don't want to go.

4 But if --

5 Q. But it's the opposite that I'm -- yeah.

6 A. But if they see something that I don't see or they're
7 interpreting it in a different way, yeah, they're more than
8 welcome to give me that input.

9 Q. Do you feel like the flight followers are competent and
10 support the company's processes?

11 A. Yes.

12 Q. Do you use -- do you ever submit PIREPs when you're flying?

13 A. Yes, I do.

14 Q. And do you submit them officially or back to the company as
15 weather reports or condition reports?

16 A. I call Flight Service.

17 Q. You do?

18 A. Yeah.

19 Q. You're awesome. We love you.

20 A. Okay.

21 MS. PRICE: No, there's just a lot of pilots that don't, and
22 that's why we're asking some background.

23 MR. McMILLAN: Okay. I'll just --

24 MS. PRICE: Yes.

25 MR. McMILLAN: We talked about or it was alluded to with

1 regard to, say, like (indiscernible) --

2 MS. PRICE: Yeah.

3 MR. McMILLAN: -- when the runway's slippery or something
4 like that, we would call back.

5 MR. WHISNANT: Yeah. Yes, we do runway condition reports.

6 MR. McMILLAN: So we do the company ones as well. Yep.

7 MS. PRICE: We're trying to encourage people and figure out
8 why they are or are not doing PIREPs, and it's just all part of
9 the --

10 MR. WHISNANT: Too many people I believe are doing stuff
11 online and not talking to people.

12 MS. PRICE: Right. Yeah.

13 BY MS. PRICE:

14 Q. So has Security Aviation had any all-pilot meetings prior to
15 the accident?

16 A. Have we?

17 Q. Yeah, do you do all-pilot meetings?

18 A. Yes.

19 Q. Have you participated in all-pilots? How often?

20 A. Twice a year, I think it is. Or is it quarterly? Quarterly.
21 It's quarterly, yeah.

22 Q. And were any safety issues discussed at those pilot meetings?

23 A. Yes.

24 Q. Anything in regard to night flying or weather that you can
25 recall?

1 A. I don't recall a specific thing on that. Usually it's
2 more -- a lot of times we're bringing up specific ideas like we
3 want different equipment or something like that. Or when we get
4 new pilots that come in, people have ideas that they're bringing
5 in from other companies, this is the way we did it there.

6 Q. Is there a -- how would new information get disseminated to
7 all the pilots? Not an official change to a manual, but something
8 that, say, the DO would like everybody to be aware of. Is there
9 any way --

10 A. It's usually done via email or Dropbox.

11 Q. Okay. And is there a way of confirming that everybody read
12 it?

13 A. You have to acknowledge back.

14 Q. Okay. Were there any discussions about your ambulance
15 flights at the safety meetings that you've been to?

16 A. Yes.

17 Q. Do you remember what specifically was discussed?

18 A. It was last year's, but we were -- Paul gave a discussion.
19 Have you met Paul?

20 Q. No.

21 A. Oh, he's one of the medevac guys. He gave a discussion on
22 patient loading, unloading, contamination, and when we would need
23 to know a patient's condition, like when we would need to wear
24 masks, that sort of thing.

25 Q. Um-hum. So what are some examples of when you would need to

1 know --

2 A. Oh, and they also gave us a list of immunizations we needed,
3 we had to get.

4 Q. What are some examples of when you'd need to know a patient's
5 condition?

6 A. Tuberculosis, hepatitis, blood-borne pathogens, things of
7 that nature.

8 Q. How about altitude, any altitude issues?

9 A. Yes. Yeah. If it was something to do with like the inner
10 ear and that sort of stuff, or gastric. And then I think the last
11 one was teeth work.

12 Q. Is there recurrent training on those issues, do you know? Do
13 you do an annual recurrency; do you know? I mean, I know you're
14 relatively new to the company.

15 A. We've got recurrent issues that come around in the Dropbox
16 that we have to do. And I'm not sure if there's a specific one on
17 medevac or not. I could ask Jeff, unless you don't want me to.

18 MR. WHISNANT: Was there, is there --

19 MR. McMILLAN: It would be true at our safety meetings. Paul
20 spoke and Doc Hudson spoke.

21 MR. WHISNANT: Okay.

22 MR. McMILLAN: Whenever they -- we try and include them in
23 our safety meeting. We give them 15 minutes.

24 MS. PRICE: Oh, okay.

25 MR. McMILLAN: That's held in this room. They are just in

1 the office, so they will come in and do a 15-minute presentation
2 of just something different each time.

3 MS. PRICE: Right. Okay.

4 MR. McMILLAN: So yes. There is ongoing.

5 BY MS. PRICE:

6 Q. Does the company have an SMS; do you know?

7 A. Yes.

8 Q. Do you have any role in that program, the SMS?

9 A. I'm the flight safety pilot.

10 MR. McMILLAN: Coordinator.

11 MR. WHISNANT: Coordinator. Okay.

12 BY MS. PRICE:

13 Q. You're the flight safety pilot? And what does the flight
14 safety pilot do? What are some of your responsibilities?

15 A. I help review the incidents that have been turned in and make
16 suggestions on that. When we have our safety meeting, I'm
17 supposed to bring up one safety point. I try to pick something
18 that's been in the previous couple of months, like if someone had
19 an accident or an incident, then we'll review it and review
20 company policy. If there's any changes needing to be made, then
21 we make the suggestions then.

22 Q. And do you have a record of all the reviews and what you've
23 done with the incidents as they come in and --

24 A. Debra keeps those.

25 Q. Okay. Is she the SMS manager?

1 A. Yes.

2 Q. Okay. Were there any flight safety issues that you've been
3 working on that are of interest? Anything specific that comes to
4 mind that --

5 A. No, not really.

6 Q. Does the company have a CFIT avoidance program?

7 A. Yes.

8 Q. Can you describe that? What does the program mean to you?
9 Like describe the program.

10 A. Okay. Well, we get yearly training on it. And we go over
11 the CFIT or the terrain avoidance maneuver.

12 Q. And where do you do that? You mean -- when you say go over,
13 what does that mean? Is it in a classroom, on a computer, or --

14 A. This year was, this year was just --

15 Q. -- a simulator?

16 A. -- in discussion with Glen. And the previous year was over
17 at the Medallion, when I -- we did it -- we rolled it into the
18 same time as when we did special approaches on their simulator.

19 Q. Okay. Have you been a PIC for any air ambulance flights?

20 A. Yes.

21 Q. What call sign did you use when you went out; do you
22 remember? Like what do you -- when you do a medevac flight, what
23 call sign do you use?

24 A. Medevac Security 3-6.

25 Q. Okay. Did you know the patient condition for any of those

1 flights that you remember?

2 A. For any?

3 Q. Yeah. And it's okay if you don't remember. I just was
4 wondering.

5 A. I'm sure that like maybe one or two. Like I say, the only,
6 the only time I know really is if there's a reason that I have to
7 know, like a specific altitude.

8 Q. And how would you find out? Who would tell you?

9 A. The medics, or they would -- by the time I get here, usually
10 they've passed -- they would have passed, if there was a specific
11 request, they would have passed the information to dispatch to let
12 us know for our flight planning and stuff.

13 Q. If you asked one of them in flight what the patient's issue
14 is, do you think they would have told you?

15 A. That would have been an odd request. I mean, we don't even
16 put their name down on the form. It goes down as patient because
17 of all the HIPAA forms and all that stuff.

18 Q. Well, how did the flight nurse and paramedic perform? How do
19 they generally perform, the Medevac Alaska folks on your -- on the
20 flights that you've been PIC for?

21 A. Very professional. Very caring, very professional. They're
22 a good group of people. They really are.

23 Q. So when Security Aviation gets a request, do you believe that
24 Medevac Alaska is the first company requested, or do you have an
25 understanding of when does Security Aviation get medevacs? Are

1 you guys the go-to company for the hospitals or are you the second
2 on the list, third on the list, fourth on the list? Do you know?

3 A. That's way above my pay grade. I'm not involved in that at
4 all.

5 MR. McMILLAN: Do you want me to answer that?

6 MS. PRICE: No.

7 MR. McMILLAN: Okay.

8 BY MS. PRICE:

9 Q. So how long have you known Glen? Have you known him before
10 you worked here or --

11 A. No, from when I started working here.

12 Q. Okay. Would you describe his personality?

13 A. He was a great guy.

14 Q. In what way? What makes him great?

15 A. He was personable. He was caring. He was professional. He
16 had -- he brought a lifetime of experience. He was funny.

17 Q. Did you ever fly with him?

18 A. Yes, I did. He trained me for a lot of the training. And he
19 did check rides, stuff like that.

20 Q. Okay. How would you characterize him as a pilot?

21 A. A good instructor.

22 Q. Were you aware of any health concerns that he may have had?

23 A. No.

24 Q. Did you know anything about his personal life that may have
25 affected his daily performance?

1 A. Nothing that comes to mind. No.

2 Q. How about financial concerns?

3 A. (No audible response.)

4 Q. Have you flown into Seward Airport?

5 A. Yes.

6 Q. Have you ever done it at night?

7 A. No.

8 Q. What are some of the hazards that you can recall from flying
9 into Seward Airport?

10 A. The mountains. I mean mountains, water, winds.

11 Q. Do you know why the field is not IFR, instrument approaches
12 at night? Do you know why that is?

13 A. I imagine they would have a very hard time TERPing that with
14 the --

15 Q. With the mountains?

16 A. -- with the mountains. Yes.

17 Q. So what I'd like you to do is help me out here. You're a
18 Navajo pilot and this was a Navajo accident. We know what route
19 he was planning on taking. If I show you and ask you some
20 questions about the route -- or do you mind looking at the chart?

21 A. No. That's the chart?

22 Q. So let me ask you this. Glen said that he was approaching --
23 he was going to get to Seward from the west. If you were flying
24 VFR during the day, I mean, how would you typically get to Seward?
25 How would you do it? I know you're not Glen but --

1 A. During -- VFR during the day?

2 Q. Um-hum.

3 A. What's my ceilings?

4 Q. The ceilings are 8,000 feet.

5 A. 8,000 feet?

6 Q. Um-hum.

7 A. If I had 9, I'd just go straight there.

8 Q. Um-hum.

9 A. But if I had --

10 Q. What if they were 5?

11 A. 5? VFR?

12 Q. Um-hum.

13 A. I'd either follow the road or come in over the water.

14 Probably over the water would be my first route.

15 Q. Over the water being through this canyon here?

16 A. Um-hum.

17 Q. Have you ever taken that route before?

18 A. I have in my Cessna.

19 Q. Is this a route that you would take at night?

20 A. Absolutely not.

21 Q. And why not?

22 A. I don't go into mountains at night.

23 Q. Do you know what the VFR 135 minimums for night flight are?

24 A. Yes.

25 Q. What are they?

1 A. 2,000 feet above any obstacle or terrain within 5 miles
2 either side of your route.

3 Q. Okay. So in the Navajo, if he's flying low through this
4 valley here, how -- what would he be looking at? What do you
5 believe that he would be looking at in the Navajo in regard to
6 navigation?

7 A. That's just a --

8 Q. Wait. How would you have -- you, how would you do it? I
9 know you wouldn't do this flight, but if you're looking at your
10 displays, what would we have?

11 A. I could say he shouldn't have been there. There's nothing
12 you can look at that makes that okay. But I mean, generally
13 flying VFR at night, you'd be looking at your instrumentation.
14 You'd be looking at lights. You'd be looking at horizons.

15 Q. As far as navigating.

16 A. You'd be looking at, keep looking --

17 Q. Yeah. Well, I mean, I know outside. You're looking outside,
18 of course.

19 A. You'd be looking at your GPS. You'd be looking at your
20 ForeFlight. I mean, you know, you use all your tools.

21 Q. Um-hum.

22 A. But as far as what he was looking at right then, he's -- it
23 looked like he was, it looked like he was following the highway,
24 so I would say he was probably trying to follow the highway,
25 looking at cars, looking at lights. But it was -- yeah, that's --

1 Q. Okay.

2 A. We don't do a whole lot of VFR night flying. So I mean, it's
3 not something --

4 Q. Why not?

5 A. It's so much safer to fly IFR. It's safer. It's quicker.
6 You've got the flight following. It's just, it's all around
7 better. I mean, it doesn't normally delay the flight, so --

8 Q. In the wintertime there's not much daylight, though, so if
9 customers --

10 A. It's like getting -- it's like, you know, it's like not using
11 Flight Service when it's there. Why not use them?

12 Q. Are there any specific wind issues that you know of on the
13 Kenai Peninsula here?

14 A. Sure. I mean, the pressure gradient between Prince William
15 Sound and this side can be radically different. And if it is,
16 then the wind's going to be howling through the mountains.

17 Q. Do you know -- I know you said you flew this, you have flown
18 this route in the daytime. Is there room for a Navajo to turn
19 around in this valley, in your opinion, or can you remember?

20 A. I haven't flown that road. It's been -- I haven't had my
21 plane for like 5 years. But it would -- it'd be tight, from what
22 I recall.

23 MS. PRICE: Okay. That's all the questions that I have for
24 you, Dave.

25 BY MS. HUCKLEBERRY:

1 Q. Were you on duty that day?

2 A. Yes, ma'am. I actually arrived -- I got back here 10 minutes
3 after, after the incident.

4 Q. From a flight?

5 A. Um-hum.

6 Q. Okay. So you didn't have the opportunity to take this flight
7 or turn it down?

8 A. Correct.

9 MS. HUCKLEBERRY: Okay. That's all I had.

10 MS. PRICE: Jeff, do you have any further questions?

11 MR. McMILLAN: No, I don't think so.

12 MS. PRICE: I have a quick question.

13 BY MS. PRICE:

14 Q. So you were out flying at the time of the accident. Do you
15 remember where did you go, where did you come back from?

16 MR. McMILLAN: Well, in flight log it was in YDF. You had
17 flown up there.

18 MR. WHISNANT: Oh, okay. So I was coming back from the
19 southwest, Emmonak area.

20 BY MS. PRICE:

21 Q. Do you remember what the weather conditions were in the
22 general area?

23 A. Yeah. It was night and I broke out at about, I'm guessing
24 the actual thing, but probably around 7,000 feet at the airport
25 and got a visual approach into Anchorage.

1 MS. HUCKLEBERRY: And you're on an IRF?

2 MR. WHISNANT: Into Anchorage. Yes. I was flying IFR, a
3 Conquest flight.

4 BY MS. PRICE:

5 Q. Okay. Is there anything else you want to share with us, you
6 think might be helpful to the investigation or --

7 A. No. Not that I can think of.

8 Q. Are you surprised that Glen took this route through the
9 mountains at that altitude?

10 Q. Everyone was surprised. Everyone was. When I walked in, you
11 know, it just -- it knocked everybody out of their boots.

12 MS. PRICE: Yeah. Okay. That concludes the interview.
13 Thank you very much.

14 MS. HUCKLEBERRY: Could I ask one question?

15 MS. PRICE: Oh, yep. Nope, sorry. Go ahead.

16 BY MS. HUCKLEBERRY:

17 Q. So on your flight from the southwest, did you have a risk
18 management sheet?

19 A. Yes, ma'am.

20 Q. Do you recall the score?

21 A. No, but it would be recorded.

22 Q. Okay. What conditions might influence the score on that? It
23 was night, right?

24 A. I was returning at night.

25 Q. Okay.

1 A. So probably would have that. I was going to places that had
2 reporting weather and didn't have reporting weather, so I would
3 have checked that one. I don't think there was IMC conditions out
4 that direction, so that wouldn't have been checked. I mean, we
5 can look at the specific number. Like I say the number was
6 recorded, and the sheet, they keep the sheets, right?

7 Q. Just --

8 A. Um-hum.

9 Q. And I'm not going to hold you to this. Ballpark, what do you
10 think the score was on that flight?

11 A. It wasn't --

12 Q. Just from your experience.

13 A. It wasn't bad weather out there. I'm just going to guess,
14 probably around an 18.

15 Q. Okay.

16 A. You know, it wasn't bad weather, but a lot of times, the YDF
17 flights, we go to airports that don't have weather reporting and
18 don't -- so the type of things that would have added numbers would
19 be no tower, no weather reporting, that sort of thing.

20 Q. No instrument approach?

21 A. Yeah, no instrument approaches, things of those nature.

22 MS. HUCKLEBERRY: Perfect. Thank you. That's all I have.

23 MS. PRICE: Thank you very much. Appreciate it. That
24 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 David Whisnant

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