

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL CRASH OF A YUTE COMMUTER

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SERVICE PIPER PA-32R-300 AIRCRAFT

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NEAR TUNTUTULIAK, ALASKA,

*

ON FEBRUARY 6, 2020

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Interview of: ANDREW FLAGG, Pilot
 Yute Commuter Service

Yute Commuter Service
 Bethel, Alaska

Saturday,
 February 8, 2020

APPEARANCES:

NOREEN PRICE, Investigator in Charge
National Transportation Safety Board

HUGH YOUNGERS, Investigator in Charge
Federal Aviation Administration

WADE RENFRO, General Manager
Yute Commuter Service

MYRON ANGSTMAN, Attorney
(On behalf of Yute Commuter Services)

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I N T E R V I E W

MS. PRICE: Okay. We are here today, it is February 8th, 2020, at Yute Commuter Services in Bethel, Alaska, working on NTSB investigation ANC20FA017. I'm Noreen Price, NTSB Accident Investigator, Investigator in Charge.

We're going to go around the room right now and everybody will introduce themselves.

MR. ANGSTMAN: I'm Myron Angstman. I'm the attorney for Yute, and I have been asked to sit in here although I have not -- I have never met the witness before and am not acting as his attorney at this time.

MR. YOUNGERS: Hugh Youngers, the IIC for the FAA.

MR. FLAGG: Andrew Flagg, Station Manager for Yute Commuter Service.

MR. RENFRO: Wade Renfro, General Manager, Yute Commuter Service.

MS. PRICE: Okay. Great. Thank you, Andrew, for coming here today.

The purpose of the investigation is a safety investigation. We have nothing to do with litigation, law enforcement, all that ugly stuff. It's strictly a safety investigation. We're trying to figure out probable cause and make recommendations to prevent these things in the future.

MR. FLAGG: Awesome.

MS. PRICE: And you being a primary company person here have

1 firsthand knowledge about how the company works and what happened
2 that day, so I appreciate you being here today.

3 I am making a recording of the interview. The recording is
4 going to be sent to an office in D.C., where they're going to
5 transcribe it. That written transcription will be part of the
6 public docket which everybody can see once the final report is
7 published. The recording itself will be destroyed, so that won't
8 be here.

9 You're allowed to have one person represent you here today.
10 Who will that person be?

11 MR. FLAGG: Myron, Myron Angstman.

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

13 All right, we'll get started. After I ask questions, Hugh,
14 you can follow-up, and then, Wade, you as well. So don't let me
15 forget, okay? Raise your hands.

16 INTERVIEW OF ANDREW FLAGG

17 BY MS. PRICE:

18 Q. So Andrew, if you would spell your full name for the record?

19 A. It's Andrew Flagg, A-n-d-r-e-w, F-l-a-g-g.

20 Q. Okay. So what's your title here at the company?

21 A. Station manager.

22 Q. How many years have you worked at this company?

23 A. Since its beginning, approximately 2½ years.

24 Q. Okay. If you could, give me a general idea of what your
25 aviation background is, where you got your experience, training,

1 any dispatch, you know --

2 A. Before this job I was the station manager for the prior Yute
3 Air and received all my training there. Prior to that no aviation
4 experience whatsoever.

5 Q. Okay. Do you have a dispatch license?

6 A. I do.

7 Q. All right. So do you supervise all of the flight followers
8 and --

9 A. I do.

10 Q. How many folks do you supervise?

11 A. I wouldn't actually know that number, but if I had to guess,
12 around 30 to 40.

13 Q. You have 30 to 40 flight followers and --

14 A. No, no. I'm over everyone in the building.

15 Q. Oh, okay. Everything right? All the ramp folks and --

16 A. If you're just talking about dispatchers, it's four.

17 Q. Okay. So you have four dispatchers, but you supervise
18 everybody because you're the manager?

19 A. Correct.

20 Q. Oh, all right. So you're a busy many.

21 A. I am a very busy man.

22 Q. Does everybody live in Bethel or do you have transient
23 workers that come and go?

24 A. I have four transient workers that come in from outside of
25 Bethel that are rampers.

1 Q. Okay.

2 A. Everyone else is here.

3 Q. The flight followers are --

4 A. Are all from here, yes.

5 Q. So are the -- we're going to talk today just about the
6 dispatch process and flight followers. You have four of those
7 folks.

8 A. Right.

9 Q. Is there any training -- do you have a training program for
10 them on their duties as flight followers?

11 A. We do. We don't have, per se, documented training, but we do
12 have training for that position. Usually it involves myself and
13 my assistant manager sitting in there and walking them through
14 their duties and also emergency training. There's a red book in
15 dispatch and we -- maybe not as much as we should, but we do train
16 out of the emergency book monthly.

17 Q. Okay. And -- but you say it's not documented, but you
18 just --

19 A. Correct.

20 Q. Do you do it -- any recurrent training other than your
21 monthly emergency response, like talk about their duties?

22 A. At this point, no.

23 Q. Okay. I know the company is pretty new. It's only 2½ years.

24 A. It's actually on my board for something to set up for
25 training.

1 Q. Okay.

2 A. At the prior Yute we had training -- very specific,
3 documented training for dispatchers. In this one we do not.

4 Q. Okay. And what do you call them? I'm assuming that -- is
5 that position listed in the GOM, the flight followers, dispatch
6 persons; do you know?

7 A. Yes.

8 Q. Well, what do you -- what do we -- what shall we call them?
9 Is there one term or two? Is there a flight follower?

10 A. There's two terms. There's a dispatcher --

11 Q. Okay.

12 A. -- and a flight follower. The dispatcher is the one that
13 makes the flights. The flight follower is the one that follows
14 the pilot and makes sure that he gets back safe.

15 Q. Okay. So they're co-workers --

16 A. Correct.

17 Q. -- of equal -- all right.

18 A. It's too big of a job for one person.

19 Q. Okay. And then are you here supervising every day or your
20 assistant?

21 A. Yes. I'm -- we are in a one week on/one week off, but
22 currently I'm here every day.

23 Q. Okay. So are your duties in regard to the dispatch process
24 written anywhere?

25 A. I believe they are in GOM.

1 Q. Okay. I haven't read it yet, so I'm not sure what's in
2 there.

3 MR. RENFRO: I'll make sure you get a copy of the training
4 manual.

5 MS. PRICE: Okay.

6 BY MS. PRICE:

7 Q. So do you know what operational control is?

8 A. I do.

9 Q. What's your understanding of what it is, the definition?

10 A. The person that's in operational control is listed in the
11 GOM, and those are the only people that can have operational
12 control. And their job is basically communication with operations
13 to let us know when we can and can't fly. All weather goes
14 through them and they get a call morning, evening and anything in
15 between that might concern them.

16 Q. And how you know who has operational control? How do they
17 know, I should say, the dispatch folks?

18 A. Every single morning phone, calls are made to make sure we
19 know who's in operational control, whether it's Tony, Wade,
20 whomever.

21 Q. Who are the folks that can have operational control here; do
22 you know?

23 A. As far as I understand it's Tony, Wade -- at one point it was
24 Keith, but I don't believe it's Keith anymore, Keith Henthorn
25 (ph.), because now he's left.

1 Q. Uh-huh. Okay. Does anyone audit the processes in there? Is
2 anyone looking at the paperwork and how they do their duties and
3 seeing if they conform to --

4 A. Yes. That's me, and I feel like it's pretty much everyone in
5 upper management is constantly monitoring dispatch.

6 Q. Is there an audit program where it's documented that folks
7 are looking at the processes --

8 A. No.

9 Q. -- and the paperwork? But you, but you say you're always
10 being --

11 A. There is paperwork for the tests we do out of the emergency
12 book. I have paperwork back there where I make a scenario for
13 them like a downed pilot or something and they have to respond to
14 that accordingly and fill out the paperwork.

15 Q. Okay.

16 A. Then what we do after that is we sit down and we discuss what
17 we could have done better, you know, what we did poorly, what we
18 did good, all those things.

19 Q. Great. So how about in regards to the dispatch folks -- oh,
20 and a quick question. Do your four people sit in either seat, or
21 are there some that only do flight following and some that only do
22 dispatch?

23 A. Some of them sit in either seat, but there is -- let me
24 think. So Casey can sit in either seat, Thor (ph.) can sit in
25 either seat. We just lost one of our dispatchers to another

1 company. So my assistant manager can sit in either seat. I can
2 sit in either seat. But James can't; James is the only one that's
3 solely a dispatcher -- I mean solely a flight follower.

4 Q. Why is that?

5 A. Because we didn't feel, after watching him and monitoring
6 him, that he could keep up with everything that goes on. You have
7 to be able to multitask at a superior level in that position.

8 Q. Do you have a hard time filling positions in that position?

9 A. An extremely hard time filling that position because it's
10 hard to find people in Bethel that can multitask at that level.

11 Q. Do you have any concerns about the performance of the folks
12 that are in those positions now? Other than you talk about James
13 is --

14 A. Right. I would say the only person I had any reservations
15 about might be Casey, but when Casey is in there, I pretty much
16 stick in dispatch with him to make sure. And when I'm not in
17 dispatch and I'm walking around the building, I'm quickly back in
18 dispatch.

19 Q. Uh-huh.

20 A. Of course I'm that way almost every day. I walk the entire
21 building every day, constantly, minute by minute, so --

22 Q. Okay. So we were told that the pilots are given -- provided
23 weather by dispatch. Where -- is there any training that teaches
24 those folks? Is it OJT? On, you know, hands-on training --

25 A. It is hands-on training. Nothing documented for weather

1 training.

2 Q. Okay. And how do you do that? Like, how would you train
3 somebody on weather? It's kind of a complex issue.

4 A. It is, but there are parts of it that are relatively simple.
5 Pilots are, obviously, trained more on weather than we are.

6 Q. Uh-huh.

7 A. So that's why they're asked, after dispatch gives them the
8 weather, for them to check the weather, which they all do. The
9 OJT training, usually it goes through looking at the FAA gov cams
10 and then explaining to each person what that readout underneath
11 means so they can understand that. We go through the mins for the
12 airline, the rules that we have to go by as far as launching
13 planes and things like that.

14 Q. Okay.

15 A. And all dispatchers read through the GOM, too.

16 Q. All right. How about -- is there any -- when they check
17 weather in the morning, are they looking at any forecast products
18 for what the day is going to --

19 A. They are. They are looking at Kusko.net. They are looking
20 specifically at the Doppler radar that shows real-time weather
21 right now. So they're looking for systems that are moving in, how
22 quickly is the system moving in, and they advise pilots. For
23 example, I have a system off the coast, looks like it's going to
24 be here in about an hour to 2 hours; can you take a look at it?

25 Q. Okay. How about the graphical icing, turbulence, flying

1 conditions, whether it's marginal, VFR, IMC, do you know those
2 charts that I'm speaking of? Are you familiar with them at all?

3 A. I don't think so.

4 Q. They're made by the Alaska weather --

5 A. Oh, those are the ones the pilots look at.

6 Q. The colored ones that show --

7 A. Yes.

8 Q. But you guys don't use that?

9 A. We don't. The pilots do.

10 Q. Okay. And do you have any formal weather training at all?

11 A. I do not. My education is nuclear engineering.

12 Q. Awesome.

13 A. Not really; doesn't do much good in Alaska. It's impressive
14 on a resume, and that's about it. And it's an expensive degree.

15 Q. Yeah. How about PIREPs? Are those -- the NOTAMs, do the
16 dispatchers also pull those up as well?

17 A. They do because the PIREPs come up on the FAA site.

18 Q. Uh-huh.

19 A. And they look at those, and they'll advise the pilot that
20 there's a PIREP for the area; most of the time the PIREPs around
21 here are for Bethel.

22 Q. Okay. How about the runway conditions?

23 A. The agents in the village are forced to go out to the runway
24 when we have bad runway conditions, and they are to check them
25 every morning. And I think I told you that earlier, sometimes

1 that's a little push. Like, if we know -- if we can hear their
2 kids in the background, we know they're not outside the house. So
3 we ask them, can you please take your 4-wheeler and go to the
4 runway, run up and down it a little bit, and just let us know what
5 the conditions are there? Or just walk to the edge of the runway
6 and check the snow depth? That sort of stuff.

7 Q. How about -- you have some airports that don't have AWOSs
8 with weather.

9 A. That's correct.

10 Q. Do you rely on village agents for the weather?

11 A. I do.

12 Q. Do they have -- are they trained at all in any way to be able
13 to --

14 A. We just recently started training Laura, who you'll be
15 interviewing next, to go out to the villages to train agents to
16 make sure that they understand what their duties are and their
17 jobs and how serious it is.

18 Q. Okay. How are the weather and the runway condition reports
19 that you get from the village agents in general? Is it reliable
20 or does it depend on the village?

21 A. Yes, for the most part, it's very reliable.

22 Q. All right.

23 A. Some, obviously, more than others. Some of the agents have
24 been doing it a long time and some of them a short time. Someone
25 like Art in Kusilvak who has been doing it for -- oh, I've known

1 Art for 10 years, 9 years, and he's been doing weather as long as
2 I've known him. He's 100 percent accurate almost every time.

3 Q. Okay. So what time do the dispatchers arrive in the morning?

4 A. 7:00 a.m.

5 Q. And I know they check the weather then and they document it,
6 correct?

7 A. Correct.

8 Q. After the initial check, the initial flights go out, then do
9 they check weather at all throughout the day?

10 A. Yes.

11 Q. And what -- do they log that weather as well?

12 A. They occasionally log that weather. It's not logged 100
13 percent of the time for sure.

14 Q. Do you check that? Is that something that you look at for
15 historic --

16 A. I do if it's marginal weather and we are sending a pilot into
17 that region, I will have them check that weather again. And the
18 pilots themselves will say, I need you to check it again; I need
19 you to call the agent and have him go outside and look at the
20 weather again before I come.

21 Q. How about -- so, if it gets checked before an airplane goes,
22 but perhaps it's a five-leg route, so we are talking about hours.
23 Do they also monitor the en-route weather?

24 A. The agents know, if the weather changes, to call.

25 Q. The village agents?

1 A. The village agents. So if the weather changes at all, the
2 agents will call dispatch and say, hey, my ceiling is coming down
3 quickly.

4 Q. Okay.

5 A. Can you let the pilot know please?

6 Q. But do -- my question was: Do your folks in the office, are
7 they checking en-route weather throughout the day for a flight?

8 A. No.

9 Q. So they're typically looking at weather for the initial
10 release of the flight?

11 A. I say no, but looking back, I would say weather is pretty
12 much checked constantly in dispatch. The flight follower's job is
13 to keep the weather open on one screen, and he's constantly
14 switching it from Kusko to the FAA. Like, it's constantly being
15 checked, especially if there's a system in the area.

16 Q. Okay. So it's constantly being checked, but not necessarily
17 logged in the weather book --

18 A. Correct.

19 Q. -- but the morning ones are logged in there. Okay. So on
20 the day of the accident, the last weather I believe is like 7:28
21 for the destination airport, but the flight left at 10:48, about
22 that time.

23 A. Uh-huh.

24 Q. So that was hours prior --

25 A. Right. They did check the weather prior to that flight. I

1 know that because I asked them.

2 Q. You mean just --

3 A. Just before the flight.

4 Q. Okay.

5 A. And then the pilot, before he left, looked at the weather.

6 Q. Okay.

7 A. And he told them he was good to go.

8 Q. Have you ever -- or do you know of any circumstances where
9 degrading weather caused dispatch or you or the DO to reach out to
10 a pilot and a flight to turn them around and bring them back?

11 A. Absolutely.

12 Q. Okay. And how do they normally contact the pilot?

13 A. By radio.

14 Q. Do you have destinations --

15 A. Or cell phone.

16 Q. Do you have destinations that are not within radio contact?

17 A. We do. The Island is one, but usually once they get out
18 towards the Island, we can contact them by cell phone even in
19 their planes.

20 Q. Okay.

21 A. I've never had an instance that I can recall of a pilot not
22 being able to be contacted in some form or another.

23 Q. All right. So back to the dispatch process. Releasing a
24 flight: Who is responsible for releasing the flight?

25 A. Well, I would have to say whoever is in operational control,

1 although through them, the dispatcher.

2 Q. Okay. The risk assessment process: Pilot fills out a risk
3 assessment --

4 A. Correct.

5 Q. -- pilot initials that risk assessment --

6 A. And then the flight follower also initials it.

7 Q. -- and the flight -- initials it, and by initialing it,
8 they're saying what?

9 A. They're saying that we've looked at the point system. I do
10 or do not have to contact management or whoever is in operational
11 control for the scenario that you're about to be put into.

12 Q. Do the flight followers ever, like, do quality check on it to
13 see if the -- what the pilot is putting looks right? So say, an
14 example would be the accident.

15 A. Right.

16 Q. I haven't seen the risk assessment, but I've seen previous
17 risk assessments from the accident pilot, and there's no check
18 mark for lower Alaska time. So would they be able to look at a
19 form and see that they didn't mark off crosswind or, you know,
20 things like that?

21 A. Yes, they would, and they're knowledgeable enough to
22 understand that. The other thing is whoever is in operational
23 control, if it's a newer pilot -- and we have had this happen
24 multiple times -- a lot of times Tony will call and say, who are
25 you sending to this runway? Because he's watching weather from

1 wherever he's at. And we'll tell him, this pilot. And he'll say,
2 no, I'm not letting you send that pilot; you're going to send a
3 more experienced pilot.

4 Q. Okay. So that's another question I have about pilot
5 limitations. So new pilots: Are there any limitations for
6 scheduling a new pilot for a certain destination?

7 A. There are verbally. Nothing that I'm aware of documented.

8 Q. Okay. Verbally from who though?

9 A. Operational control. Usually Tony, our DO, tells us this
10 pilot and this pilot can't go to Newtok, it's a small runway or
11 whatever. Tarvick (ph.), which is just a new runway that's not
12 DOT approved.

13 Q. So do you have any books in dispatch that have some of these,
14 you know, every airport is a little different? Things that --

15 A. We have the book that's in there that shows all the runways
16 and their declamations.

17 Q. The Alaska Supplement you mean?

18 A. Yeah.

19 Q. But you don't have like a company --

20 A. No.

21 Q. -- thing that just lets, you know, people know that -- all
22 right. Is there anything special about Kipnuk that is different
23 than going anywhere else?

24 A. No, not that I'm aware of.

25 Q. Do you know, verbally, were there any limitations on the

1 accident pilot of where he couldn't go or what he couldn't do, or
2 is that, like, a flight-by-flight basis the D0 would call and say,
3 don't let this person do that or --

4 A. It can happen in both scenarios. It could happen where, in
5 the very beginning, the D0 says, I've flown with this pilot; I
6 don't think it's a good idea for him to go to this runway, this
7 runway, this runway till he gets more experience. Or it can be a
8 case-by-case where we've got some weather moving in, and the D0
9 says, you know what, I don't want them going any farther than
10 Kwethluk.

11 Q. And would the D0 call you or call the dispatch?

12 A. He would call dispatch and then dispatch would let me know
13 what the D0 said.

14 Q. So let's say a different crew came in to do it, how would
15 they know that, that was the limitation that the D0 wanted on a
16 pilot?

17 A. I would tell them.

18 Q. Because they wouldn't know?

19 A. Because I was there the day before --

20 Q. Okay.

21 A. -- which is one of the things I make sure. Even during my
22 one week on/one week off, I always make sure to come in the next
23 day for turnover so that everyone had knowledge of what was
24 happening the day before and the week before.

25 Q. So back to the accident pilot. Anything that you know about

1 this pilot, any limitation?

2 A. No, none that I was aware of.

3 Q. How about -- does the dispatch have any information regarding
4 duty days? Like how many -- do you keep track or do you see a
5 tracker regarding whether they have exceeded 20 consecutive days
6 of duty before --

7 A. Well, we have a schedule that's online that we look at that
8 lets us know how long they've been on duty and when their next
9 duty day is.

10 Q. So you would know, before you scheduled somebody, online that
11 information?

12 A. Yes. And if anybody, for example, flew over and then had to
13 start their day later the next day, we would know that too.

14 Q. Okay. Did you see the accident pilot on the day of the
15 accident?

16 A. I did.

17 Q. And how did he seem to you?

18 A. Very calm.

19 Q. Did you talk to him at all?

20 A. I did.

21 Q. Was he happy, sad, worried, any --

22 A. He was very happy.

23 Q. How would you describe his personality? Did you know him at
24 all?

25 A. Yeah, I did. He was semi-serious, very knowledgeable about

1 very many things, and always seemed very collected, very together.

2 Q. Uh-huh.

3 A. Even with his dress, he was very professional all the time.

4 Q. So if you would describe the risk assessment after it gets
5 signed -- initialed, by the pilot and dispatch, what happens to
6 that piece of paper?

7 A. It stays in a book under that pilot's file.

8 Q. Forever?

9 A. (No audible response.)

10 Q. For how long? Is it just --

11 A. That I don't know to be quite honest with you.

12 Q. Okay. So if I went and looked at the book on your shelf, it
13 should have lots and lots of --

14 A. It should have separations for pilots, and inside that should
15 be the flight risk assessments for their flights.

16 MS. PRICE: Okay. To my knowledge, we have not located the
17 risk assessment form for this accident flight. Do you know -- do
18 you have any other information?

19 MR. RENFRO: I've asked, and it is not completely clear, but
20 I do not believe that he filled one out.

21 MS. PRICE: Okay.

22 MR. RENFRO: And this is Wade.

23 MS. PRICE: Right. Thanks.

24 BY MS. PRICE:

25 Q. So is the risk assessment logged on the computer anywhere?

1 A. No.

2 Q. Ever?

3 A. No.

4 Q. Okay. Is there a computer flight tracking thing, like that
5 somebody enters all the numbers from the day into the computer on
6 all, you know, completed schedules and --

7 A. Yes. I believe it's done in our TakeFlight system.

8 Q. Okay. What is TakeFlight? Is that your scheduler?

9 A. That's the operational system -- computer system that we use
10 for running the airline.

11 Q. Okay.

12 A. First the pilot logs it on paper, and then it's put into the
13 computer after the flight.

14 Q. Okay.

15 A. Although with the upcoming Spidertracks -- I think I told you
16 that earlier, the planes are getting Spidertracks in them, and
17 that should populate automatically. Both program companies are
18 from New Zealand, so apparently they've worked together so that we
19 can auto-populate takeoff times, landing times, that sort of
20 thing.

21 MS. PRICE: Okay. All right.

22 Do you have anything, Hugh, that you'd like to ask?

23 MR. YOUNGERS: I just had two questions.

24 BY MR. YOUNGERS:

25 Q. So on the risk matrix, what number requires management

1 approval?

2 A. I would have to look at it to know.

3 Q. Okay. And then you're on a week on/week-off schedule. Who's
4 your replacement on your week off?

5 A. Jason Jerrett (ph.). We call him J.J.

6 Q. And he's Assistant Station Manager?

7 A. Yes, he is.

8 MR. YOUNGERS: Thank you.

9 MS. PRICE: Wade, do you have any questions for Andrew?

10 MR. RENFRO: I don't believe so.

11 MS. PRICE: Okay. All right. A couple real quick ones.

12 BY MS. PRICE:

13 Q. Does the company have a safety program?

14 A. Explain safety program.

15 Q. Safety program would be a documented program that provides a
16 system for collecting safety information and keeping employees
17 safe; ground and air.

18 A. No.

19 Q. Usually somebody manages that program. It would be a
20 documented thing. Do you have hazard reports that folks can fill
21 out if they feel there's something dangerous going on?

22 A. Yes.

23 Q. Anonymous or --

24 A. Yes.

25 Q. And who manages that system? Who do they get turned into?

1 A. It used to be Keith Henthorn, and I'm not sure who it gets
2 turned into now.

3 Q. Okay. Are there safety meetings?

4 A. We have safety meetings constantly with the ramping crew
5 because that's probably where our biggest safety effort is, and
6 with other employees we do it.

7 Q. Would you describe the position of the dispatch folks as an
8 administrative position or a flight safety support position?

9 A. I would describe it as both.

10 Q. All right. Is there anything else you want to share with us
11 that you think might be helpful to the investigation?

12 A. (No audible response.)

13 MS. PRICE: If something comes up feel free to give me a
14 call.

15 MR. FLAGG: Absolutely.

16 MS. PRICE: Thank you very much for being here today; really
17 appreciate it.

18 MR. FLAGG: Thanks for having me.

19 MS. PRICE: And that concludes the interview.

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

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

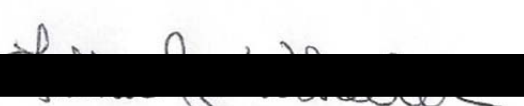
IN THE MATTER OF: FATAL CRASH OF A YUTE COMMUTER
SERVICE PIPER PA-32R-300 AIRCRAFT
NEAR TUNTUTULIAK, ALASKA,
ON FEBRUARY 6, 2020
Interview of Andrew Flagg

ACCIDENT NO.: ANC20FA017

PLACE: Bethel, Alaska

DATE: February 8, 2020

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.



Letha J. Wheeler
Transcriber