

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: JAMES WILLIAMS, Flight Follower
 Yute Commuter Service

Yute Commuter Service
 Bethel, Alaska

Monday,
 February 9, 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 Service)

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I N T E R V I E W

MS. PRICE: Okay. It's February 9th, 2020, and we are here in Yute Commuter Service's spaces conducting investigation for NTSB ANC20FA017. My name is Noreen Price. I'm an NTSB investigator, Investigator in Charge.

We are going to go around the room and have everybody introduce themselves.

MR. ANGSTMAN: I'm Myron Angstman, the Yute lawyer. I'm here sitting with the witness, but I am not the witness' lawyer. In fact, I met him for the first time moments ago.

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

MR. WILLIAMS: James Williams, flight follower, Yute Commuter Service.

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

MS. PRICE: Thank you, James, for being here today.

The NTSB is an independent federal organization that conducts accident investigations to determine probable cause and make recommendations so these things don't happen into the future. We are going to be recording the interview today, and that's going to be transcribed and become part of the permanent record with the, with the accident.

You have the right to have one person with you during an interview that you get to choose. Who do you want here today?

MR. WILLIAMS: Myron.

1 MS. PRICE: Is it?

2 MR. WILLIAMS: Yeah, Myron is --

3 MS. PRICE: Myron, okay. If you don't want Myron here he
4 doesn't have to be here. I can kick him right out of here; he's
5 got things going on.

6 MR. WILLIAMS: No.

7 MS. PRICE: Okay. All right, Myron it is. And if you have
8 any questions for him, like I'm not sure about this question or
9 answer, we'll just stop the recording, and you guys can chat about
10 whatever you want to chat about. Then we'll come back.

11 All right. Let's get started.

12 INTERVIEW OF JAMES WILLIAMS

13 BY MS. PRICE:

14 Q. If you would spell your full name for the record?

15 A. J-a-m-e-s, middle?

16 Q. Uh-huh.

17 A. L-i-o-n-e-l, P-a-u-l, W-i-l-l-i-a-m-s, Junior, J-r.

18 Q. So what's your title here with the company, your job title?

19 A. Flight following.

20 Q. And how long have you been working for Yute?

21 A. I think I came on the end of April last year, might have been
22 May.

23 Q. And prior to working here, did you work at any other
24 companies as a flight follower?

25 A. Negative, no.

1 Q. Did you have any aviation background?

2 A. I worked at the last Yute for about a year.

3 Q. Oh, okay. And what did you do for them?

4 A. I was a CSA.

5 Q. A CSA, can you just spell that out for the record?

6 A. C-S-A.

7 Q. What does that stand for?

8 A. Customer service agent.

9 Q. Thank you. So when you came on board, if you could describe
10 what kind of training that you got to become a flight follower?

11 A. I trained with J.J. He was the manager. I trained with him
12 about a month.

13 Q. And was that hands-on training in the office --

14 A. Uh-huh.

15 Q. -- on what flight follower duties are?

16 A. Yes.

17 Q. Is there any written guidance, like this is what a flight
18 follower does, that you're able to refer to?

19 A. We have a folder, yeah. It's pretty much a slide show.

20 Q. Okay. So what are your duties?

21 A. To get weather, traffic, runway conditions, keep track of the
22 planes, pilots, speak with the DO, maintenance. And then I keep
23 the logs, the hours, and I forward those to maintenance so that
24 they can be ready to run next morning.

25 Q. And how do your duties -- how are they different than the

1 dispatcher? What does a dispatcher do that you don't do?

2 A. The dispatcher gets flight loads ready based off my numbers
3 and the traffic we have here and the traffic out in the villages.
4 And the freight we have in the background -- back.

5 Q. Okay. So how about the risk assessments and who signs the
6 bottom of those? Is it typically the flight follower or the
7 dispatcher?

8 A. Flight follower, dispatch, DO.

9 Q. It doesn't matter?

10 A. Yeah, manager can sign it.

11 Q. Okay. Do you feel comfortable as a flight follower? Do you
12 feel like you're knowledgeable enough and have the skills --

13 A. Yes.

14 Q. -- to fulfill that position? Is it hard? Is it a hard job?

15 A. It can be -- I don't know what the word is I'm looking for.
16 There's a lot going on, but I feel like I got a good handle on it.

17 Q. Good. So as a flight follower, you're not working for the
18 dispatcher, correct? Like, there's no supervisory relationship
19 there or is there?

20 A. Well, I think the dispatcher, they kind of say who goes when.

21 Q. Okay.

22 A. And I just kind of follow.

23 Q. Okay. All right. So on a typical day, say, I'm a new pilot.
24 I come in. What happens? How does a flight get dispatched?

25 A. Well, typically pilots are here -- supposed to be here at

1 7:30. Talk to the D0 --

2 Q. I'm sorry to interrupt. How do you know who the D0 -- I mean
3 the D0, you say you're talking to Tony Spangler every morning?

4 A. Uh-huh.

5 Q. Or how do you know who's the --

6 A. It's on the board.

7 Q. Okay.

8 A. Yeah, it will be Tony some days, Wade others.

9 Q. Okay. So you talked to them.

10 A. So and then -- yeah.

11 Q. And what kind -- what do you say in that discussion with
12 them?

13 A. Well, when I typically come in, there is no one here, and my
14 first thing to do is I start calling villages, get weather and
15 traffic, mining that up.

16 Q. Okay.

17 A. And then I'll take my weather board, and I'll give it to the
18 dispatcher. They'll look at my numbers, and they'll look at the
19 numbers in the computer with the passengers having -- going to
20 which destinations and the freight in the back, and they'll form a
21 plan to send a plane out.

22 Q. Okay. Is this a weather board, this piece of paper here I'm
23 looking at?

24 A. Yes.

25 Q. That's what it looks like?

1 A. Uh-huh.

2 Q. Okay. So all this information on the weather board comes
3 from the village agents or what?

4 A. And the FAA weather cams.

5 Q. The weather camera site. Okay. And on the weather camera
6 site, what information -- because there are a lot of different
7 things you can click on. What is it that you're looking at?

8 A. I'm looking at the visibility, ceiling, and wind.

9 Q. All right.

10 A. And then I call the agent for the runway conditions.

11 Q. Okay.

12 A. Anything over 2 inches we're going to need them to call the
13 weather or the runway manager and get them to grate the runway.

14 Q. Okay. And is there ever weather information on the camera
15 site that you don't understand or do you understand all the codes
16 that you're looking at?

17 A. Most of it I can understand. If there's something I don't, I
18 can talk to either a dispatcher or a pilot.

19 Q. Okay. Have you had any training from the company on weather,
20 reading weather observations and terminal forecasts or surface
21 analysis charts? Any training like that?

22 A. Not really. Not to my knowledge. I don't recall.

23 Q. Do you know what a SIGMET is?

24 A. Negative.

25 Q. How about an AIRMET; have you ever heard those terms before?

1 A. (No audible response.)

2 Q. Do you know what the difference between -- and I want you to
3 know, because I'm asking you something doesn't mean I expect you
4 to know it. I'm just trying to figure out if you do know it.

5 A. Um-hmm.

6 Q. VMC, the term VMC and IMC, do you know those two terms? Do
7 you know what they mean?

8 A. Negative.

9 Q. Do you know what marginal VFR means?

10 A. (No audible response.)

11 Q. Okay. Do you know why -- the difference between a flight
12 that gets dispatched with 1 mile visibility, vice 5 miles
13 visibility, why one is worse than the other; do you know?

14 A. Yeah.

15 Q. Yeah, why?

16 A. Well, I mean I'd rather see 5 miles than just one.

17 Q. Um-hmm. Do you know what the weather minimums are for VFR
18 flight for the company to be -- for a flight to be dispatched?

19 A. Yeah. During civil it's 1,500 feet and 3 miles.

20 Q. Okay.

21 A. And then daytime is 1,000 feet and 2.

22 Q. All right. How about outside in the villages? Do you know
23 what the weather requirements are for those?

24 A. Same.

25 Q. Are there any different limitations for different pilots,

1 like, that you --

2 A. Well, normally for new pilots they'll put restrictions on
3 them on especially cross winds.

4 Q. And how would you know what that restriction is?

5 A. I may get it from Tony.

6 Q. So would Tony call you in the morning of a flight --

7 A. Well, no. Well, you know, once the pilot gets on the line
8 they'll say, hey, he's good to go.

9 Q. Okay.

10 A. Right now, this is their limitations.

11 Q. Does it get written anywhere, like, so that you guys all
12 know, like, hey, this one pilot has a wind limitation of 5 knots?

13 A. I think, I think when they come on it's all 15.

14 Q. Oh, it's a standard.

15 A. Yeah.

16 Q. For all new pilots --

17 A. Uh-huh.

18 Q. -- 15 knots.

19 A. Typically, yeah.

20 Q. Okay. Are there any other types of limitations weather wise
21 or airport wise that you can think of that you would know about?

22 A. Well, the new ones we have to get permission from the DO
23 before we send them to the Island, Newtok, Toksook, Tununak, and
24 there's one more -- Nightmute.

25 Q. Uh-huh. Okay. Is that written anywhere, or you guys just

1 know from practice that --

2 A. No.

3 Q. -- that requires special --

4 A. From practice, yeah.

5 Q. All right. And then I see you fill out this, the weather
6 board when you come in, in the morning because all the times are
7 listed.

8 A. Uh-huh.

9 Q. But are all the flights that are scheduled, do they all go
10 out in the morning only or are there flights in the afternoon?

11 A. Yeah. We get the weather twice a day.

12 Q. So --

13 A. And before the flight, too, sometimes, probably the last.

14 Q. Okay. On this particular day, this is the accident day --

15 A. Uh-huh.

16 Q. -- these are the only entries that -- is there another form
17 perhaps that has afternoon entries in it or --

18 A. No, we didn't, we didn't get the afternoon.

19 Q. Okay. So you check the weather, but you just don't write it
20 down --

21 A. Uh-huh.

22 Q. -- does that sound about right?

23 A. Yeah.

24 Q. Okay.

25 A. Yeah, on that day we didn't send anything out in the

1 afternoon because I typically get those -- the afternoon weather
2 at 2:00, sign out at 2:00.

3 Q. Okay. But now it's dark this time of year, so flights
4 typically don't go till after 9:00, right?

5 A. Uh-huh.

6 Q. Is that --

7 A. No, according to our GOM we don't fly after 9:00.

8 Q. Okay. So --

9 MR. RENFRO: I think there's a -- I think 9:00 a.m. or 9:00
10 p.m. should be clarified there, because I think he answered one
11 question thinking it was one, and you had asked it thinking it
12 was --

13 MR. WILLIAMS: No, yeah, we don't fly after 9:00 p.m.

14 BY MS. PRICE:

15 Q. Oh, yeah. I'm talking about the morning because I'm looking
16 at --

17 A. Oh, the morning. Some days we wait till daylight, and I
18 believe there's one of them.

19 Q. Okay. The accident flight took off at about 10:40 -- about
20 10:45 that morning.

21 A. Uh-huh.

22 Q. And the weather that's written here is at 7:20 -- let's see,
23 for -- I think that's -- there it is. KPN 7:26. Was that the
24 last weather that you discussed with the pilot or you checked --

25 A. Negative.

1 Q. Okay.

2 A. No, he was in the room when I called Rocky, our agent down in
3 Kipnuk, and got updated weather.

4 Q. Which was about when? I mean, can you --

5 A. I'm thinking probably about 10, 15 minutes prior to the
6 flight.

7 Q. Okay. And do you remember what he said the weather was then?

8 A. I can't recall.

9 Q. That's okay. Were there any concerns with the weather?

10 A. Negative.

11 Q. Do you recall if it was above 1,000 feet or 10 miles vis?

12 A. I think it was 1,000 and 6 miles, but I'm not for certain. I
13 don't remember what the wind was.

14 Q. Do you check to see what the weather conditions are en-route?
15 Like, Tuntutuliak is about half way to Kipnuk.

16 A. Um-hmm.

17 Q. Do you guys check that, even though they're not stopping
18 there, the weather --

19 A. Uh-huh. Yeah.

20 Q. -- cameras to see what the weather is?

21 A. Yeah.

22 Q. So did you look at the weather cameras at Tuntutuliak before
23 the flight took off that day? Do you recall?

24 A. I don't recall.

25 Q. Okay. All right. So the risk assessment process, if you

1 would explain that process to me? I do have a blank form here --

2 A. Uh-huh.

3 Q. -- so I'll follow along as you -- how does that work? Well,
4 do you know why there is a risk assessment process?

5 A. Um-hmm.

6 Q. What is it for?

7 A. Because that -- risk management. You don't want to send
8 someone out in the bad weather.

9 Q. Right. And who's responsible to get this filled out?

10 A. The pilot in command.

11 Q. Okay. So the pilot fills this out.

12 A. Yeah.

13 Q. And then what do they do with it?

14 A. They hand it to me, and I usually sign it off depending on
15 the number. If it's less than 16, I go ahead and sign it. If
16 it's 16 or more, I call the DO.

17 Q. Do you ever look at the numbers to see if they're right, or
18 you just expect the pilot to be able to fill this in properly?

19 A. I've caught them. You know, I'll be like, hey, you need to
20 work on your math.

21 Q. You can't trust pilots.

22 A. (Laughter.)

23 Q. Okay. And then when you sign at the bottom here -- it says
24 flight departure authorization initials, that's where you sign; is
25 that right?

1 A. Um-hmm.

2 Q. So what are you saying when you sign your name there? What
3 are you --

4 A. That it's good to go pretty much.

5 Q. Good to go, being -- what's good to go?

6 A. The flight.

7 Q. Right. You're releasing the flight because -- I'm just going
8 to summarize, the weather is good?

9 A. Uh-huh.

10 Q. And the pilot is accepting the flight?

11 A. Yes.

12 Q. Okay. On the day of the accident, was there a risk
13 assessment done by the accident pilot before the departure?

14 A. I cannot recall.

15 Q. Okay.

16 A. Yeah, I can't remember.

17 Q. Do you remember having a discussion with him?

18 A. Yeah, we spoke about his route.

19 Q. Could you tell us as much as you can recall from your
20 discussions with him?

21 A. Well, he was actually out in the dispatch office with us for
22 quite some time before the flight.

23 Q. Oh, okay.

24 A. Yeah, because we were, I think we were waiting on weather to
25 get good here. So he was just right here in the dispatch office.

1 Q. Because his flight was scheduled to be earlier in the day.

2 A. Uh-huh.

3 Q. Do you know why it was delayed till almost 11:00?

4 A. I think, from what I recall, there was a low ceiling that
5 morning. And maybe visibility as well or a mixture of both.

6 Q. Okay. And then he finally went because you believe it lifted
7 to your best of your recollection, or you're not sure?

8 A. Yeah. Yeah, he was on the phone with me when I called Rocky.
9 I got updated weather from Kipnuk, and then he was like, all
10 right, let's boogie.

11 Q. So does Kipnuk have an AWOS system?

12 A. They do.

13 Q. And did you check that?

14 A. Yes.

15 Q. And did it agree with what Rocky said the weather was doing?

16 A. I think so. I think they lined up pretty closely.

17 Q. Do you -- well, what did it say? Can you recall what the --

18 A. Negative.

19 Q. Okay.

20 A. I can't.

21 Q. Do you recall, at that time, what the weather here in Bethel
22 was reporting?

23 A. Negative, no.

24 Q. All right. I know it's tough. A lot has gone on between
25 then and now. I understand.

1 A. Uh-huh.

2 Q. So did you folks -- do the two of you sign this document?
3 Did you sign this document after talking to Rocky or before,
4 earlier in the morning, or when did this get signed?

5 A. It'd be after.

6 Q. If you did sign it, right?

7 A. Uh-huh.

8 Q. You're not sure of it -- you're not sure a risk assessment
9 was done, correct?

10 A. Uh-huh.

11 Q. Okay. Once the pilots typically -- they sign it and then you
12 sign it, what happens to the piece of paper?

13 A. We file them. Well, at the end of the day. They stay in the
14 binder till the end of the day, and then at the end of the day, we
15 put them in our file cabinet.

16 Q. Okay. So it would have -- it's loose to begin with, right?

17 A. Uh-huh.

18 Q. It's not tied to anything?

19 A. No.

20 Q. Your pilot fills it out.

21 A. Yes.

22 Q. He signs it, you sign it --

23 A. Then it's placed in the binder.

24 Q. Then the pilot puts it in the binder or you put it in the
25 binder?

1 A. Pilot.

2 Q. All right. And at the end of the day it gets taken out?

3 A. Uh-huh.

4 Q. Okay. And any time during that day did you lay eyes on this
5 risk assessment or touch a risk assessment for this flight that
6 you can recall?

7 A. Negative.

8 Q. Okay. Does anyone ever audit your papers to see if, you
9 know, pilots are walking away with the risk assessments and
10 they're not getting filed or anything like that?

11 A. Not to my knowledge.

12 Q. Okay. Do you have a checklist for dispatching flights, like,
13 okay, manifest is done, weight and balance is done, fuel is
14 loaded, risk assessment is done, weather is good, let's go? You
15 know, so that you know you have this in your hand?

16 A. Um-hmm.

17 Q. You know like, if a pilot forgets to do a risk assessment and
18 doesn't do this and you don't do this, the flight isn't released.
19 And yet the plane is out flying, so I'm just wondering, is there a
20 process like that in place?

21 A. To my knowledge, no.

22 Q. Okay. What did the -- tell me about the pilot that morning.
23 How did he seem?

24 A. He seemed good. We were in good spirits. After having a
25 couple bad weather days, we were excited to finally be flying. I

1 was in a good mood. I was like, this is going to be a really good
2 day. Yeah, it was crazy because -- yeah, like I said, he was
3 hanging out with me in the dispatch office.

4 Q. Uh-huh. So he seemed pretty happy just as normal?

5 A. Yeah.

6 Q. What's his personality like? Obviously, I've never met him.

7 A. During the brief time that I got to know him --

8 Q. Uh-huh.

9 A. -- I just really started to like the guy. He was --

10 Q. That's okay, James.

11 A. He was a cool dude, man.

12 Q. He was a good person?

13 A. Yeah, he was a good person.

14 Q. Okay. Do you know what the term special VFR means?

15 A. (No audible response.)

16 Q. We can take a break if you want. It's up to you.

17 A. Oh, no, it's -- it's when they got to wait, right?

18 Q. When the pilots have to wait?

19 A. Uh-huh. Yeah, wait to get launched. Wait to launch.

20 Q. Not exactly. But, yeah, they have to wait sometimes, right.

21 A. Uh-huh.

22 Q. Do you know at all what the weather conditions were when he
23 actually started the engines and --

24 A. No. I can't recall.

25 Q. Do you remember at all what the weather here at Bethel was

1 like in the morning, kind of after the planes left on their
2 various routes?

3 A. Negative. Yeah, out of all these events that I keep playing
4 in my head, I --

5 Q. Yeah. I know.

6 A. That's just one of the things that's lost in me.

7 Q. That's okay. So have you ever seen an FAA inspector in
8 dispatch --

9 A. Yes.

10 Q. -- looking at your work?

11 A. Uh-huh.

12 Q. Have they asked you questions specifically?

13 A. (No audible response.)

14 Q. I mean, did an inspector have any concerns with how you're
15 dispatching airplanes, releasing airplanes, flight following at
16 all?

17 A. Not to my knowledge.

18 Q. Okay.

19 A. No one has said anything specifically to me.

20 Q. Do you know if, in the area of Tuntutuliak and Kipnuk, are
21 pilots typically within radio range before landing?

22 A. By that -- Tunt, I -- I've -- they can call me off and
23 then -- when they call off on Tunt. Yeah.

24 Q. And are you guys on a separate frequency, a company
25 frequency?

1 A. Yeah, we have a company frequency.

2 Q. And did you get any calls from the accident airplane that
3 day?

4 A. Negative.

5 MR. RENFRO: This is Wade. I just want to clarify. He said
6 Tunt, which you know, obviously is --

7 MS. PRICE: Tuntutuliak.

8 MR. RENFRO: -- about halfway, not quite halfway.

9 MS. PRICE: Right.

10 MR. RENFRO: Tunt's about 35 miles out, roughly --

11 MS. PRICE: Yeah.

12 MR. RENFRO: -- and Kipnuk is about 100.

13 MS. PRICE: A hundred, right.

14 MR. RENFRO: I just wanted to make sure --

15 MS. PRICE: Yeah.

16 BY MS. PRICE:

17 Q. And how about Kipnuk?

18 A. No.

19 Q. No radio contact?

20 A. No radio. Yeah.

21 Q. Okay. So during the day, typically, do you guys -- you check
22 the weather throughout the day --

23 A. Yes.

24 Q. -- or do you just check weather before a flight to go?

25 A. No. We're constantly checking the weather.

1 Q. And what if the weather starts deteriorating? What are you
2 supposed to do?

3 A. Put a flight on hold. I notify my dispatch that weather is,
4 weather is down in certain destinations.

5 Q. And what about airplanes that are already out on their
6 routes?

7 A. Call them back.

8 Q. What if they're not in radio communication?

9 A. They -- then they'd have to make that decision to turn around
10 I'd suppose.

11 Q. So if the weather was reporting 600 feet here in Bethel and 2
12 miles of visibility, and a pilot wanted to go, you're part of the
13 dispatch process; what do you -- is that okay? Is that
14 above/below the weather minimums for the company to release a
15 flight or ---

16 A. No.

17 Q. -- regulatory flight limits; do you know?

18 A. That's above our limits. I mean, depending on what time of
19 day it is. If it's daylight, yeah. If it's nighttime, no.

20 MS. PRICE: Okay. Thank you, James. That's, I think, most
21 of all the questions I have.

22 Hugh, do you have any questions for James?

23 MR. YOUNGER: I don't have any follow-up questions, no.

24 MS. PRICE: Wade, is there anything you want to ask James?

25 MR. RENFRO: I just was going to clarify something.

1 MS. PRICE: Um-hmm.

2 MR. RENFRO: And you let me know if that's not something --

3 MS. PRICE: That's okay, yeah. Go ahead.

4 MR. RENFRO: I think when James was describing all the duties
5 that happen in flight following, he was giving you all the duties
6 that happen. Unless I'm mistaken; if I am, please let me know.

7 BY MR. RENFRO:

8 Q. James, typically you do -- you check all the weather, you're
9 the liaison -- you talk to the village agents, you get the runway
10 conditions there, taking what the weather is, and you get all the
11 passenger counts, who goes where. You keep track of -- you
12 communicate with freight and get all the freight numbers, all the
13 mail numbers, bypass -- you know, whatever, and bag weights. And
14 then you -- at that point, do you go further than that or do you
15 hand it over?

16 A. Well, I just do the passenger portion. The freight weights,
17 those are in the computer.

18 Q. Right. I mean, just the -- okay. So it's already in there;
19 you don't have to get that.

20 A. Um-hmm. Yeah.

21 Q. And do you typically build the manifest, or does someone else
22 actually put all that stuff together?

23 A. Laura. Laura is the one who builds the flights.

24 MR. RENFRO: Okay. All right. Thank you.

25 MS. PRICE: All right. So I have a couple more questions

1 about operational control.

2 BY MS. PRICE:

3 Q. Do you know what operational control is?

4 A. Whether if, like, it's launched or not, they have the final
5 say so.

6 Q. Do you know if -- who in the company has ultimate operational
7 control; who's responsible for the company's operational control?

8 A. Wade. Our DO.

9 Q. And do you know what an operational control delegate is?

10 A. Someone who they give that power to.

11 Q. Do you have that power?

12 A. Negative.

13 Q. Okay. So you're not an operational control delegate?

14 A. No.

15 Q. All right. That -- have you ever had any training in
16 operational control? Has anyone set you down and --

17 A. Negative.

18 Q. Okay. Have you ever read the GOM? Are you familiar with
19 the --

20 A. I've read it. I haven't --

21 Q. It's painful, I know. I've read one too many of them.

22 A. Yeah. It's kind of, kind of dry. But, yeah, I've skimmed
23 through it a couple times pretty good.

24 MS. PRICE: Okay. All right. That's all I have if nobody
25 else has any questions. Thank you so much. Really appreciate

1 your time today.

2 MR. WILLIAMS: Yes.

3 MS. PRICE: I'm sorry about having to meet you under these
4 circumstances.

5 MR. WILLIAMS: Um-hmm.

6 MS. PRICE: But we appreciate your assistance. And that
7 concludes the interview.

8 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

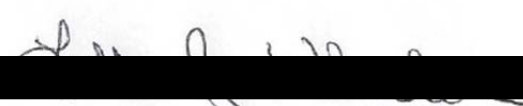
IN THE MATTER OF: FATAL CRASH OF A YUTE COMMUTER
SERVICE PIPER PA-32R-300 AIRCRAFT
NEAR TUNTUTULIAK, ALASKA,
ON FEBRUARY 6, 2020
Interview of James Williams

ACCIDENT NO.: ANC20FA017

PLACE: Bethel, Alaska

DATE: February 9, 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