

ANC22LA003 Witness Interviews

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CESSNA N754KP ACCIDENT
IN JUNEAU, ALASKA
ON OCTOBER 22, 2021

Accident No.: ANC22LA003

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Interview of: ALYSSA KOCSIS, Pilot
Alaska Seaplanes

Via Telephone

Monday,
October 25, 2021

APPEARANCES:

BRICE BANNING, Senior Aviation Accident Investigator
National Transportation Safety Board

SEAN QUINN, Pilot
Alaska Seaplanes

BRIAN MOORE, Pilot
Alaska Seaplanes

JOHN PERCY, Aviation Safety Inspector Operations
Federal Aviation Administration

THOMAS BATCHAR, Counsel for the Witness

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I N T E R V I E W

(9:12 a.m. AKST)

MR. BANNING: So we are on the record. It's October 25th, '21, and I'm Brice Banning, and it's about 9:12 in the morning, Alaska Time.

My name's Brice Banning. I'm a Senior Aviation Accident Investigator with the National Transportation Safety Board. The NTSB is an independent federal agency charged with determining probable cause of transportation accidents and promoting transportation safety. The NTSB is not part of the Department of Transportation or the Federal Aviation Administration, and we have no regulatory or enforcement powers.

At this time, I'd like to go around the room and have everyone introduce themselves. Sean?

MR. QUINN: Yeah, I'm Sean Quinn (ph.), Director of Operations for Alaska Seaplanes.

MR. BANNING: Thank you, Sean. Brian?

MR. MOORE: Brian Moore (ph.), line pilot for Alaska Seaplanes.

MR. BANNING: Thank you, Ryan [sic]. John?

MR. PERCY: John Percy (ph.), Aviation Safety Inspector Operations, FAA.

MR. BANNING: Thanks, John. Thomas?

MR. BATCHAR: Thomas Batchar (ph.), counsel for Alyssa (ph.).

MR. BANNING: Thank you, and Alyssa.

1 MS. KOCSIS: Alyssa Kocsis, pilot for Alaska Seaplanes and
2 PIC on 7542 (indiscernible) on Friday the 22nd.

3 MR. BANNING: Thank you. Do you have any objection to any
4 people just named that to participate in the interview?

5 MS. KOCSIS: No.

6 MR. BANNING: Okay. Thank you. Today, we will be using the
7 services of a digital recorder. We will record the interview, and
8 then, it will be transcribed. The transcript, not the audio
9 recording, will be made a part of the public docket. Do you have
10 any objection to the recording, Alyssa?

11 MS. KOCSIS: No.

12 MR. BANNING: Okay. And does anyone in the -- participating
13 in the interview have an objection to the recording?

14 UNIDENTIFIED SPEAKER: No.

15 MR. BANNING: Okay. Thank you. The purpose of the
16 investigation is safety, to determine probable cause, and prevent
17 recurrence. Our role is not to assign fault, blame, or liability.
18 This interview is part of the fact-finding phase of the
19 investigation. However, we cannot offer any guarantee of
20 confidentiality or immunity.

21 Each of the group members will have a chance to ask
22 questions. We will ask questions one at a time, and everyone has
23 been instructed to not interrupt the person who is asking
24 questions at the time. There will be the opportunity for each
25 group member to ask follow-up questions after each person has had

1 a turn.

2 Alyssa, please answer all the questions to the best of your
3 recollection. If you don't understand a question, just let me
4 know, and if you realize you misstated or need to modify an
5 answer, it's no problem; just, just let us know.

6 You are entitled to have a representative of your choosing.
7 Is there want -- someone -- is there someone you'd like to have as
8 your representative, Alyssa?

9 MS. KOCSIS: Yes, my AOP attorney, Thomas Sachelder (ph.)

10 MR. BANNING: Thank you. And do you have any questions
11 before we get started?

12 MS. KOCSIS: I do not.

13 MR. BANNING: We will now begin the interview.

14 INTERVIEW OF ALYSSA KOCSIS

15 BY MR. BANNING:

16 Q. So start -- Alyssa, do you mind telling me just a little bit
17 about your background -- your aviation background?

18 A. Sure. I completed my commercial certification in 2017.
19 Worked as a flight instructor until I started my first part 135
20 (ph.) job in Alaska in December of 2018. I flew 207 airman and
21 caravan for 2019 into 2020. Then, beginning of 2020, I left that
22 job to come fly caravans for Alaska Seaplanes. COVID held that up
23 for a few months, and I began flying caravans here in September of
24 2020.

25 Q. And about how much total time do you have, Alyssa?

1 A. 2,480-some hours total time.

2 Q. And is all that time in Alaska?

3 A. The -- most of it is. About -- let's say 1,700 hours of it
4 -- 1,700 hours, I believe.

5 Q. And how much is in -- how much time do you have in caravans?

6 A. Just over a thousand hours in caravans.

7 Q. And can you tell me a little bit about your position there at
8 Alaska Seaplanes?

9 A. Yeah, so I'm a line pilot for Alaska Seaplanes. We have four
10 caravans, so they are usually four of us doing exactly what I'm
11 doing every day. I fly our scheduled routes, as well as charter
12 flights flying passenger -- passengers and cargo (indiscernible)
13 our destinations.

14 And I've flown in the last -- I guess, in the last year, I've
15 flown close to 600 hours in the caravan here, that single-pilot
16 iron bar (ph.), as well as the FR operations.

17 Q. Thank you. The caravan -- my understanding is the caravan
18 that was involved in the accident had a Garrett engine; is that
19 correct, Alyssa?

20 A. Yeah, that's correct. So (indiscernible).

21 Q. No, no please.

22 A. On most of my time is in these caravans. Actually,
23 specifically most of my time is in this specific airplane. I
24 have, I want to say, 200 (indiscernible) -- 240 or so hours in
25 this specific tail number.

1 Q. And does Alaska -- do you fly any air -- any other airplanes
2 at Alaska Seaplanes or just the caravan?

3 A. I fly all four of our caravans, and I flew a small amount in
4 our 207s this summer while we still had them. We no longer have
5 those. But -- correction, about 230 hours in that tail number, so
6 I've flown that plane more than any of the other ones that, that
7 we have here.

8 Q. And are all the four caravans that you fly at Alaska
9 Seaplanes, are they all equipped similarly? Do they all have the
10 same engine; do they --

11 A. Yeah, same engine, same primary 8-9 (ph.) systems.

12 Q. Thank you. To give me a little bit of a background, Alyssa,
13 do you mind telling me a little bit how (verbatim) flights are
14 released there at Alaska Seaplanes? So when you come in for work
15 and you're taking a flight, not necessarily this accident flight,
16 but just in general what that looks like?

17 A. Yeah, so we have -- we usually have a pretty good idea of our
18 flight schedule in advance.

19 So we come in -- in the winter, we have morning meetings as a
20 group of all of the pilots and some combination of management to
21 go through the schedule for the day, as well as whether
22 conditions, you know, runway conditions, all of our required pre-
23 flight information about the conditions for the day.

24 And then, we will -- both planes out of the hangar, if
25 they're in the hangar, for pre-flight aircraft on ramp side (ph.)

1 -- terminal side. Our dispatch will maybe make changes and update
2 where, where we're going, but our -- or how many people are going
3 to be on board.

4 We figure out how many passengers we have and confirm our
5 fuel for the flight, and then, accommodate passengers and their
6 baggage first. We figured out how much room we have to
7 accommodate cargo, so now, (indiscernible) and UPS.

8 And then, once the plane is all ready to go and set up for
9 the passengers, the pilot goes in, checks in the customer service,
10 gathers our flight manifest, and any other small hand carry items,
11 and gathers the passengers from the terminal, and escorts them out
12 to the plane, helps them in the plane.

13 Did that appetize (ph.) your question about ice (ph.)? And
14 for dispatch report, in touch with dispatch constantly on that via
15 either in person, walking in and out of their office, as well as
16 on the phone or via radio with the ramp crew.

17 Q. Does the company -- for releasing flights, does the company
18 use any form of a flight risk assessment?

19 A. Yes, we do.

20 Q. And did -- do you -- what resources do you use when checking
21 the weather and things of that nature? What's that look like for
22 a typical flight there?

23 A. So that's part of -- as I mentioned, in the morning meeting,
24 we'll go through and get the Alaska Aviation Weather Unit current
25 conditions, forecast conditions, turbulence, icing, radar,

1 satellite information, area forecast for pretty much the whole
2 southeast Alaska, and then, forecast specific to our individual
3 destinations.

4 But we're, again, all sitting in here doing it together, so
5 we all get a pretty broad picture of all the conditions in
6 southeast for -- in our service area. And then, we also go
7 through and make sure we're aware of and comfortable with the
8 existing modem's (ph.) weather conditions from the -- a couple
9 different -- either of the sources for modems.

10 Q. And so, that meeting takes place with a group that -- it's a
11 group meeting with the pilots that are flying that day; would that
12 be accurate?

13 A. Yes, yes, that's how we run it in the winter -- in the --
14 which is what we're doing right now. In the summer, we do it a
15 little bit differently because we come in at different times, but
16 that's how we do it right now, and that's how we did it on Friday.

17 Q. And who leads that meeting, Alyssa?

18 A. It, it varies. Sometimes we kind of take turns just running
19 through those windows and reading them to the group, so the person
20 who's -- whether it's at the keyboard will actually read through
21 all of those conditions to the whole group.

22 Not everybody is sitting in a position that they can click
23 tasks (ph.), although they can see pretty well, so often it's from
24 one of our leadership management pilots, assistant chief, or
25 director (indiscernible), lead check airmen off duty with -- but

1 it could be any of the pilots.

2 Q. Thank you. So I'd like to move to the flight that -- the
3 accident flight here. Do you mind just kind of walking me through
4 what happened that day? Maybe from the time that you arrived at
5 work until the event?

6 A. Yes. I will read from the written statement that I've
7 prepared. Do you have that now?

8 Q. I do, thank -- I do, thank you.

9 A. Okay. And everybody in the room here has a copy they can
10 read along with me. So Friday the 22nd, the day started normally.
11 I started work at 7:00 a.m. I completed a pre-flight inspection.
12 I noticed no irregularities. I assisted in loading the aircraft
13 with baggage, mail, and freight for Skagway. I secured my load
14 with cargo partitions. I loaded five passengers. Completed the
15 four start (ph.) way before (ph.) taxi checklists.

16 The aircraft taxied normally, and I noticed no
17 irregularities. I completed the before take-off checklist,
18 completing engine knob and controls check. I was cleared for
19 take-off on runway eight from Charlie intersection, our normal
20 location.

21 Then, when it was calm, I added power during the take-off,
22 rolled through rotation speed. They had practicing to behave
23 (ph.), behave normally. Around rotation speed, the aircraft
24 abruptly began to pull to the right strongly while I tried to
25 compensate with left rutter with limited response.

1 The left rutter pedal felt limited. The aircraft was rapidly
2 headed off the runway toward the float pond (ph.) and partially
3 airborne. I -- to -- I guess, to go off of my statement here --
4 to clarify, the float pond -- are you familiar with -- do you know
5 what airport layout the float pond is terrible, so the main runway
6 is that active runway as well.

7 Q. Okay. Thank you --

8 A. I believe that -- yeah, sure. I believe that I was too fast
9 to abort safely without crashing into the float pond, but while
10 flight control already was limited, I felt the aircraft was going
11 fast enough to have suspicions but control authority to begin to
12 bring the plane back toward a safer surface toward the runway.

13 We maintained a low flight path to avoid a stall. I didn't
14 want to actually begin a climb with apparent control issue. Once
15 back on a safer heading toward the runway, I pulled the fuel shut-
16 off feather lever (ph.) as the plane impacted the ground, slowed
17 to a stop, and spun to the left 180 degrees from the original
18 direction of travel.

19 I pulled the fire alarm shut-off knob and fuel shut-off knob.
20 I turned off the master switch. All passenger exited, exited the
21 aircraft immediately and moved a safe distance away on the grass.
22 I confirmed that there were no injuries and called company
23 dispatch.

24 Airport personnel responded to the scene immediately,
25 followed by my chief pilot. They confirmed that the aircraft was

1 securely shut down and not at immediate risk of causing a fire
2 with emergency response personnel in the vicinity.

3 Company personnel transported the passengers away from the
4 scene. I spoke with my chief pilot and others on site and went to
5 wait in a company vehicle on the pond access road while airport
6 and company personnel attended to the fuel leak and off-loaded
7 cargo. I provided a brief verbal statement to John Percy with the
8 FAA.

9 Q. Thank you. Do you -- I -- I'll follow up with some questions
10 about -- if that's all right, about this portion of the flight.
11 Did -- so the loss -- the -- when did you first notice that the
12 rutter that you -- that there was an issue with the flight
13 controls?

14 A. Around rotation speed.

15 Q. Which is -- do you know off the top of your head what that is
16 in the caravan?

17 A. 70 to 75 knots.

18 Q. And did you notice any -- was the control issue limited to
19 the rutter, or was there aileron or anything else that you
20 noticed?

21 A. Initially, the rutter was what I noticed. Initially, the
22 rutter seemed like the issue.

23 Q. And did it -- through the course of that flight, did it ever
24 seem that there was another in the -- that evolved also?

25 A. No, I believe I was able to gain some aileron authority once

1 I had a bit of speed.

2 Q. And when you think back about that -- the rutter, did -- was
3 the -- do you recall if it felt like there was a restriction to
4 the pedal as if the pedal wouldn't go all the way down or that it
5 just didn't respond normally, or can you elaborate on that?

6 A. I believe it felt like it wouldn't go all the way down, but
7 it certainly didn't feel like it was responding.

8 Q. And the -- a couple of -- moving back to that flight, Alyssa,
9 do you recall what you had on for a fuel load?

10 A. I called off with a thousand pounds of fuel.

11 Q. And you were headed to Skagway, is that correct?

12 A. I was headed to Skagway.

13 Q. And how far is -- how -- timewise, about -- roughly what is
14 the time it takes you to get to Skagway?

15 A. I planned for 45 minutes. It's -- maybe about -- it's a
16 little less than 45 minutes.

17 Q. And would you -- and is a thousand pounds run -- round trip
18 fuel for that airplane, back to Juneau?

19 A. Yeah, it's more than round trip fuel with quite a bit of a
20 safety margin.

21 Q. And what do you plan on fuel burn for the Garrett?

22 A. I planned 400 pounds an hour, but we burned quite a bit less
23 than that. So 400 is a conservative estimate.

24 Q. And do you recall what the -- and if not, it's okay. I know
25 it's been a little bit. Do you recall what the gross weight of

1 the airplane was the day -- for that flight?

2 A. I believe I wrote down 8,600 pounds.

3 Q. And the --

4 A. And -- you have, you have my flight sheet?

5 Q. -- I --

6 UNIDENTIFIED SPEAKER: We have a copy.

7 MS. KOCSIS: Yeah, we keep a flight sheet with the flight --
8 would record that.

9 BY MR. BANNING:

10 Q. So the flight sheet would have the gross weight of the
11 airplane for that flight?

12 A. Yeah.

13 Q. And do you typically -- do you do -- how do you work your
14 weight and balance for the flight, Alyssa?

15 A. I have the weight of the aircraft with the seat configuration
16 that's currently in, as well as the information that I get from my
17 passenger manifest which has my passenger weight and their bags,
18 and then, we had freight as well; we had mail and freight, and
19 those were provided to me by ramp (ph.).

20 Q. And do you --

21 A. And then, a few (ph.) --

22 Q. I'm sorry.

23 A. All right. And the -- and then, my fuel weight as well.

24 Q. Sure. Okay. And do you compute a weight and balance for the
25 flight?

1 A. I do.

2 Q. And do you use a wheel; do you use -- what do you use to, to
3 do the --

4 A. Yeah, we have a wheel, so I use my calculator on a wheel.

5 Q. Okay, okay. And do you record the center of gravity for the
6 flights?

7 A. Yes, we do.

8 Q. And so, they're -- and that would be on the flight log sheet
9 also?

10 A. Yes.

11 Q. Okay. Thank you. And do you recall where the passengers
12 were seated?

13 A. I do.

14 Q. And my understanding is there were four passengers -- five
15 souls on board total including yourself.

16 A. Yep, there were five passengers. There was one in the co-
17 pilot seat, and then, four in the seats immediately behind us, and
18 cargo behind those passengers.

19 Q. And if it's not recorded somewhere else, if it would be
20 possible for you to maybe draw on a piece of paper the seats and
21 where people were seated and hand that to John today, I would be
22 grateful.

23 A. I can do that.

24 Q. Okay. Thank you --

25 A. Gotcha. Do you want me to do that now or just at some point

1 today?

2 Q. Just maybe when we're done if you wouldn't mind -- yeah, and
3 then just hand it to John; that would be terrific.

4 A. (Indiscernible).

5 Q. Do you know -- and I can find out if you don't, so it's no
6 problem -- but do you know what type of autopilot was in the
7 accident airplane?

8 A. It's a KFC150 I believe. I -- I'm not sure. I mix them up
9 when I'm on the FR flights --

10 (Crosstalk)

11 MS. KOCSIS: -- it's the 225?

12 UNIDENTIFIED SPEAKER: -- yeah, 225.

13 MS. KOCSIS: The -- yeah, KFC225.

14 BY MR. BANNING:

15 Q. Okay. And is that a king unit, do you know, or --

16 A. Yes, yeah.

17 Q. And was it on at any point for this flight?

18 A. No.

19 Q. And checking it, is it part of your pre-flight checks to
20 check the autopilot?

21 A. Only for an IFR flight, and I believe this one was MEL and
22 operative at the time.

23 Q. And that was another question I had, was there any open
24 discrepancies or MELs on the item? And it sounds like the
25 autopilot was one.

1 A. I believe so.

2 Q. Was it the only one that you're aware of?

3 A. I believe so.

4 Q. Okay. And then, --

5 A. (Indiscernible) -- I can look at the camp (ph.)

6 (indiscernible), but I believe that that's right --

7 UNIDENTIFIED SPEAKER: I think that that was the only MEL,
8 yeah.

9 MR. BANNING: Well, and I -- it's no problem. I can find out
10 the -- no problem.

11 Was there -- did you -- back to the flight, and you're
12 rotated; did you notice any issues with the engine; was there
13 anything that seemed out of place, concerning through the course
14 of that -- of the flight?

15 MS. KOCSIS: No.

16 MR. BANNING: So were there any other mechanical issues with
17 the airplane other than the directional control associated with
18 the rutter?

19 MS. KOCSIS: I believe so.

20 MR. BANNING: And I think what I'll do know, Alyssa, is I'll
21 go ahead and go around the room here and see if anybody has some
22 follow-up questions for you, and then, I'll have a few more
23 questions. So with that, Sean, do you have any questions for
24 Alyssa?

25 MR. QUINN: I don't at this time, no.

1 MR. BANNING: John, do you have any questions for Alyssa?

2 MR. PERCY: I've just a couple follow-up questions.

3 BY MR. PERCY:

4 Q. One note I wrote down was adverse handling in the accident
5 aircraft, and you've never noticed any similar -- or have you ever
6 noticed any similar --

7 A. No, (indiscernible) --

8 Q. -- I got that (indiscernible) already. And any other -- of
9 the assessment in caravans that you've flown, have you ever had --
10 experienced a similar behavior --

11 A. No, never.

12 Q. Do you -- so you -- so we'll (ph.) -- this is another
13 question; when did the aircraft begin to pull? I know you said it
14 was around rotation speed, but was it prior to rotation or after
15 rotation?

16 A. It was prior to rotation.

17 Q. And for noting the aircraft, who loads the aircraft; is it
18 you, or are you assisted by --

19 A. I'm assisted by our ramp staff, but I'm actively loading it
20 and supervising all loading.

21 Q. And then, how do you know what -- so how is it calculated as
22 another individual's loading the baggage -- I don't --

23 A. We have a total weight for the mail as well as the total
24 weight for the freight.

25 Q. But how would you know, when they're loading it, if the ramp

1 put it in, say, cargo compartment one in the belly or at the very
2 back of the airplane?

3 A. We estimate as they're going into each of the sections. We
4 do not count (indiscernible) box weights necessarily, but we do
5 monitor what's going into each section.

6 And if it seems like it's going to -- so make the -- push the
7 balance into any kind of question; if it seems like it's going to
8 be really far aft or something like that; we'll be very specific
9 about it. But this was a pretty comfortable forward centered
10 load.

11 Q. Now, the other question that comes up is, you said there was
12 a passenger sitting in the co-pilot seat. Is it possible that the
13 co-pilot passenger could have had speed on the rutter pedals?

14 A. It's possible.

15 Q. Is it a big person or a smaller person was up front?

16 A. It was a bigger person.

17 Q. Bigger. So, like, how tall (indiscernible), rough estimate
18 on either height or --

19 A. Six foot, six foot person.

20 Q. Is that (indiscernible) has that person ever rode in that
21 seat before?

22 A. No, I was told that it was his first time in a small plane.

23 UNIDENTIFIED SPEAKER: Yeah, if I could just add to that. I
24 actually had dinner with him and the rest of the passengers. I
25 (indiscernible) -- circumstance (indiscernible). Leo McGibney

1 (ph.) is the nerd at the table (ph.) right next to me, so I was
2 able to introduce myself and kind of chat with him for a bit. And
3 he specifically sat at our table for 10, 15 minutes and kind of
4 talked about the incident, but yeah, he's a bigger guy. He's at
5 least six foot, and --

6 MR. PERCY: Did that question ever come up, that --

7 UNIDENTIFIED SPEAKER: You know, I didn't think to even ask
8 at the time, but yeah, it's definitely been on my mind since, too.
9 So --

10 MR. PERCY: -- did the passenger -- unfamiliar with riding in
11 the seats and not even knowing that rutter pedals might have an
12 effect on the copilot's side, might have just braced himself using
13 those pedals is a possibility.

14 UNIDENTIFIED SPEAKER: -- especially if it's going kind of
15 going at -- especially if it's going off the runway, he might
16 brace himself --

17 MS. KOCSIS: Tensing up.

18 UNIDENTIFIED SPEAKER: (Indiscernible).

19 MR. PERCY: Well, I think those are the only questions. On
20 the CG though, I just wanted to make sure that you would know and
21 it -- that everything was being loaded in the back versus in the
22 front. And I know you said you calculated it and --

23 (Crosstalk)

24 MS. KOCSIS: Yeah, I calculated it, and I -- on those -- the
25 final person to secure the load and look at the load. So I put up

1 the car -- the rear cargo partition that I put on that drawing
2 that keeps the load from shifting aft, so it was one cargo
3 partition that keeps it from coming forward and one that keeps it
4 from shifting aft.

5 MR. PERCY: And as they're putting stuff in each compartment,
6 are you telling me (ph.) that on the wiz wheel then (ph.), or how
7 did you calculate the --

8 MS. KOCSIS: I'm keeping track mentally of each section, and
9 then I look at the wiz wheel when I'm done.

10 MR. PERCY: I don't have any further questions.

11 MR. BANNING: Thanks -- thank you, John.

12 BY MR. BANNING:

13 Q. I think I know the answer to this, Alyssa, but is there any
14 way to stow the copilot's rutter pedals?

15 A. Not that I'm aware of.

16 Q. And did you provide any specific instructions to the
17 passenger seated in the right seat as part of the pre-flight
18 briefing or something of that nature?

19 A. I didn't. The only specific instruction that I give that's
20 different for the front seat passenger is that that person's
21 seatbelt is fastened different, so I make sure that they have that
22 on correctly. And then, the location of (indiscernible) briefing
23 (indiscernible) and life vest are different from where the other
24 passengers are as well, so I make sure they know that those items
25 are in the door pocket.

1 But, no, I don't usually specifically brief someone on
2 control surfaces unless they seem to be inclined to mess with
3 things, but those people you don't try and put in the front
4 usually.

5 Q. Thank you. Yeah. And then, I have another -- you, you may
6 not know the answer to this, and it's fine if you do not. Do you
7 know if the copilot seat has been -- was moved during the egress,
8 meaning slid forward or slid aft during the egress?

9 A. I don't know. I do know that -- I'm pretty sure the front
10 seat passenger did exit out of his door, and the rest of the
11 passengers exited out of my door.

12 Q. Okay, okay.

13 (Crosstalk)

14 Q. Thank you. And I have a few more general questions, not
15 particular or specific to the accident flight. Can you tell me
16 what your work schedule is at Alaska Seaplanes, meaning do you
17 arrive at a certain time; is it a scheduled duty day; are there
18 days off; what's that look like?

19 A. We're currently unassigned for our duty day, but we are, at
20 this point in the season -- it changes throughout the year -- at
21 this point in the season, we're typically arriving all at the same
22 time at 7:00 a.m. The last flight of the day usually ends before
23 5:00 p.m., and we are usually done backing up planes and putting
24 the things away and off site by about 6:00 p.m.

25 Q. And -- oh, I'm sorry. Go ahead. I didn't mean to interrupt.

1 A. At this point in the season, that's how our schedule is.

2 Q. Okay. And so, you said unassigned, so you're on an eight and
3 24 right now; is that correct?

4 A. Yes, and we work, right now, 10 days on, 10 days off at this
5 point in the season as well. So I was on day six of 10.

6 Q. Okay. And did you -- the day of the accident, did you arrive
7 -- do you remember what time you arrived; was it 7:00 a.m.?

8 A. I can (ph.).

9 Q. I'm sorry; you broke up just a little bit.

10 A. Yes, 7:00 a.m.

11 Q. Okay. Thank you. And your schedule for three days before
12 the accident, it sounds like you were working the three days
13 before the accident?

14 A. Yes, and I worked -- oh, go ahead. I, I worked seven to
15 about 5:30 each of those days.

16 Q. Each of those days. Okay. And did you have any -- what,
17 what time do you normally go to bed at night, what time do you
18 normally get to bed and get up in the morning?

19 A. I try to get at least eight hours of sleep, so I've been
20 going to bed between 9 and 10.

21 Q. Okay. And is there -- was there anything unusual about your
22 sleep patterns for the prior three days that -- were you feeling
23 well rested?

24 A. Very, yes.

25 Q. Okay. All right.

1 MR. BANNING: And I think what I'd like to do is maybe go
2 around the room one more time to see if anybody else has any
3 questions, and then, I may -- I'll have at least one more
4 question, and then, we'll close -- we'll end the interview.

5 So Sean, did you have any additional -- any questions for
6 Alyssa?

7 MR. QUINN: I don't have any questions. I just do want to
8 add though that for October, you were assigned from 6 to 8:00.

9 MS. KOCSIS: Oh. Thank you. I -- I'd like -- I would like
10 to amend my response --

11 MR. QUINN: I just double-checked, yeah.

12 MS. KOCSIS: Yes.

13 MR. QUINN: That makes more sense, yeah.

14 MS. KOCSIS: Yeah, I thought we were, but I thought there was
15 -- I guess it was last month that we were in between, right? So
16 it was September that we were unassigned. We're kind of in
17 seasonal transition right now, so we were still maybe unassigned
18 in September. And then we just transitioned, so yeah.

19 MR. BANNING: So -- yeah, so --

20 MS. KOCSIS: That makes more sense that it was -- so we are
21 assigned six -- 6:00 a.m. to 8:00 p.m. 14-hour days right now.

22 MR. BANNING: And did you still -- it sounds like you still
23 were arrived -- the three days prior and the day of the accident
24 about 7:00 a.m.; is that correct?

25 MS. KOCSIS: Yes. Yeah, we keep (indiscernible) back in 14-

1 hour window for -- you know, just in case.

2 MR. BANNING: Sure. Okay. Thank you.

3 MS. KOCSIS: Thank you for clarifying that.

4 MR. BANNING: Nothing else, Sean?

5 MR. QUINN: Nope, that's it for me.

6 MR. BANNING: Thank you. John?

7 MR. PERCY: I don't have any other questions.

8 MR. BANNING: Okay. The last question I think I have, Alyssa
9 -- is there anything that we didn't ask you that you think's
10 important that we know about?

11 MS. KOCSIS: I guess just that I feel confident that I
12 handled the aircraft the best it could be handled given the
13 circumstances. I'm -- I feel confident that if we had ended up in
14 the float pond, the outcome would not have been as positive, and
15 I'm satisfied with my performance.

16 MR. BANNING: And I really appreciate you taking the time to
17 visit with us. I know these things are never comfortable, but it
18 really helps us, gives us insight into what happened, and where we
19 need to look, and things of that nature. So I really appreciate
20 you taking the time.

21 MS. KOCSIS: Thank you, guys.

22 MR. BANNING: And with that, we are off the record at 9:55.

23 (Whereupon, at 9:55 a.m. AKST, the interview was concluded.)
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CESSNA N754KP ACCIDENT IN
JUNEAU, ALASKA ON OCTOBER 22, 2021
Interview of Alyssa Kocsis

ACCIDENT NO.: ANC22LA003

PLACE: Via Telephone

DATE: October 25, 2021

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.



Kali Haney
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CESSNA N754KP ACCIDENT

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IN JUNEAU, ALASKA

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Accident No.: ANC22LA003

ON OCTOBER 22, 2021

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Interview of: DAVIDSON WARD, Passenger

Via Telephone

Friday,
October 29, 2021

APPEARANCES:

BRICE BANNING, Senior Aviation Accident Investigator
National Transportation Safety Board

MARK WARD, Aviation Accident Investigator
National Transportation Safety Board

JOHN PERCY, Aviation Safety Inspector Operations
Federal Aviation Administration

SEAN QUINN, Pilot
Alaska Seaplanes

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I N T E R V I E W

(11:02 a.m. AKST)

MR. BANNING: And it is 11:02 on October 29th, and we are on the record. My name is Brice Banning, and I'm a Senior Aviation Accident Investigator with the National Transportation Safety Board.

The National Transportation Safety Board is an independent federal agency charged with determining the probable cause of transportation accidents and promoting transportation safety. The NTSB is not part of the Department of Transportation or the Federal Aviation Administration, and we have no regulatory or enforcement powers.

At this time, I'd like to go around and introduce -- have each of the group members introduce themselves. Mark?

MR. M. WARD: I'm Mark Ward with the NTSB, as you mentioned to start (indiscernible).

MR. BANNING: Thank you. John?

MR. PERCY: Yeah, John Percy, FAA, Principal Operations Inspector for Operations.

MR. BANNING: Sean?

MR. QUINN: Sean Quinn, Director of Operations, Alaska Seaplanes.

MR. BANNING: And Davidson, I'll go ahead and have you introduce yourself, also, if you would.

MR. WARD: Sure, I'm Davidson Ward. I am the passenger who

1 sat in the copilot seat on the flight.

2 MR. BANNING: Thank you. Do you have any objection to any of
3 the members that were introduced here participating in the
4 interview, Davidson?

5 MR. WARD: I do not.

6 MR. BANNING: Okay. Thank you. Today we will be using the
7 services of a digital recorder. We will record the interviews
8 which will then be sent for transcription. The transcript, not
9 the audio recording, will be made part of the public docket for
10 this accident. Do you have any objection to the recording,
11 Davidson?

12 MR. WARD: I do not.

13 MR. BANNING: Thank you. And does anyone else on the phone
14 or computer, as the case may be, have any objection to the
15 recording? Hearing none? Okay. Thank you.

16 The purpose of the investigation is safety, to determine
17 probable cause, and prevent recurrence. Our role is not to assign
18 fault, blame, or liability. This interview is part of the fact-
19 finding phase of the investigation. We cannot, however, offer any
20 guarantee of confidentiality or immunity.

21 Each of the group members will have a chance to ask
22 questions. We will ask questions one at a time, and everyone has
23 been instructed to not interrupt the person who is asking
24 questions at that time. There will be the opportunity for each
25 group member to ask follow-up questions after each person has had

1 a turn.

2 Davidson, if you could please answer all questions to the
3 best of your recollection. If you don't understand a question or
4 you need to modify a question, it's not a problem; just let us
5 know. And if you realize you misstated something, just, once
6 again, just let us know. It's not a problem.

7 You are entitled to have one representative of your choosing.
8 Is there anyone you would like to have as your representative,
9 Davidson?

10 MR. WARD: No.

11 MR. BANNING: And are you fine to proceed without a
12 representative?

13 MR. WARD: Yes.

14 MR. BANNING: Thank you. All right. Do you have any
15 questions before we get started?

16 MR. WARD: I do not.

17 MR. BANNING: Okay. So we'll now begin the interview.

18 INTERVIEW OF DAVIDSON WARD

19 BY MR. BANNING:

20 Q. And do you mind telling us just a little bit about yourself,
21 Davidson?

22 A. Sure. My name is Davidson Ward. I am 33 years old. I am
23 the president of a company called FMW Solutions. It is a railroad
24 consulting mechanical contracting firm. I've spent, at this
25 point, 12 years of my professional career living first in

1 Washington D.C. and then traveling around. I am now a resident of
2 Duluth, Minnesota.

3 I am a person who is intrigued by mechanical devices. Yeah,
4 I've -- we've fixed old railroad equipment for a living, some of
5 which is older than the beavers flown by Alaska Seaplanes, and so,
6 this was actually -- this flight is my first time in a single-
7 engine aircraft.

8 So I was probably more interested in what was happening in
9 the flight, before the incident, than a regular passenger might
10 otherwise be who is used to flying in planes of that size.

11 Q. Thank you. And what I'd like you to do is, if you don't
12 mind, if you could just kind of tell us what happened, maybe from
13 the time you arrived at the airline there; how they checked you
14 in; what procedures and just kind of go through -- we'll let you
15 just tell the story up until the event and the egress, if that's
16 all right.

17 And if you need a break, whatever -- by all means, just let
18 us know. We can go off the record; we can take a break; just let
19 us know what you need, but we'll just kind of let you tell your
20 story.

21 A. Sure. I appreciate that.

22 Q. Thank you.

23 A. The flight, I believe, was scheduled for 8:15 in the morning.
24 I showed up at the airport around 7:05. It was myself, my
25 business partner, Shayden Metter (ph.), and we were meeting other

1 -- a client of ours there to fly from Juneau to Skagway. We were
2 checked in, I believe, around 7:15.

3 The check-in agent was very friendly, weighed both our bags.
4 I had a checked suitcase, and then I had a camera bag with camera
5 equipment and a laptop in it. Both bags were weighed. The -- it
6 was interesting to me, as a first-time small plane passenger, that
7 both were checked. I know this is standard procedure, but it's a
8 different feeling to give up your laptop and your camera as it
9 goes away from you.

10 But the agent who checked us in informed us that we had some
11 time between when we were -- had checked in and when the plane was
12 going to take off. I believe there was some fog and weather that
13 they were watching, and they recommended we go down to Donna's,
14 the local café, to get some breakfast.

15 So the three of us walked to Donna's, had a quick breakfast,
16 walked back. We got back to the airport around 7:45. I believe
17 it was about 7:35 -- or, excuse me -- 8:35 that we were approached
18 by the pilot who called the passengers for Skagway. We walked
19 through the doors, approached the plane. The plane was the
20 closest plane to the entrance to the airport.

21 (Indiscernible) on the -- from the left-hand side of the
22 plane around the back. We walked around the tail and approached
23 the plane from the right-hand side of the plane, the passenger
24 entrance. I noticed that the staircase to get into the plane was
25 very freshly painted. I made a comment that -- a jestable (ph.)

1 comment to the pilot about it. The bright neon color.

2 Pilot indicated that there were five available seats and five
3 passengers and wanted to know if someone wanted to sit in the
4 front. There was no direct answer right away from the passengers,
5 and the first-time rider in a small plane, I said I'd love to sit
6 in the front.

7 So the -- there were two female and three male passengers.
8 The two female passengers sat in the rearmost seats. My business
9 partner and the client sat in the middle two seats. My business
10 partner directly behind me in the right-hand side, and the client
11 in the left-hand side. And then the pilot pushed my seat back
12 like you would in a small car, and we climbed up and strapped in.

13 Before she closed the door, she saw me looking at the five-
14 point harness, recommended that I do the shoulder traps first then
15 the side straps and bottom strap. So I'm -- a friend of mine was
16 a training captain for Delta for a number of years when I was in
17 college, and he gave me an opportunity to do one simulation in the
18 Delta A330 simulator when I was in school.

19 I remember, at that point, that I didn't properly buckle the
20 five-point harness. Wasn't a big deal then but I remember making
21 a very conscious decision to ensure that it was properly buckled
22 for the flight, which it turns out was a good thing that I did.

23 I remember sinching down the two side straps securely; the
24 ones that go across the lap. And then the pilot closed the door
25 on my side, walked around the back of the plane, and popped in her

1 side of the plane. She closed her door, began the safety
2 briefing.

3 It was easy for me to hear the safety briefing in the front
4 seat. It was more difficult for my business partner upon -- if we
5 back up a half-second. Obviously, after any incident, there's a
6 lot of time that the people that are in it talk to each other to
7 try to process what occurred, and even now, I can sort of feel the
8 adrenaline as we recall what happened.

9 If we could pause for a second.

10 Q. Take your time, and if we need to shut off the recorder and,
11 and take a break, get a drink of water; it's not a problem. But
12 we can just -- whatever works best for you, Davidson.

13 A. No, it's fine. Just off the record, it's been quite, quite a
14 bunch to process, obviously. Just thinking about what could have
15 been, so. All right, so back on the record.

16 My business partner indicated it was somewhat difficult to
17 hear the pilot, and my -- the client, who I spoke to, said that
18 compared to other briefings, it was a relatively abbreviated
19 safety briefing. But I recall the pilot saying -- and abbreviated
20 not on -- in the sense that the pilot did not cover all the points
21 she might have had to cover, but it was a relatively brief
22 briefing.

23 I recall the pilot saying to me -- well, to the whole group,
24 you know, safety vests are on your -- or life preservers are under
25 your seats. You, to me, the life vest is in the door. From -- to

1 me, again, the -- to unbuckle your seatbelt, you twist the center
2 circular knob. She explained that to open the doors, you flip the
3 handle 180 degrees over, and I believe that was about the extent
4 of the, of the briefing as far as I recall.

5 She put on the headset. It was a typical Alaska morning, so
6 there was some fog in the cockpit. I remember her taking her hat
7 and taking some of the mist or fog off of a couple of the
8 instruments as she fired up the plane. I think she wiped down
9 part of the windshield as well. There was just the normal mist
10 like you'd have on a cold morning.

11 Fired up the engine. It was -- I believe she had a checklist
12 in her hand that she pulled off of the dashboard. The turbo prop
13 engine that was interesting to me to see; it's a very methodical
14 startup procedure. Just a very slow process as it goes from idle.
15 It must have taken, if I had to estimate, 30 seconds at least from
16 the time that the engine ignition started to when it was ramping
17 up and reaching full speed.

18 I saw her manipulating the yolk, manipulating other dials,
19 other knobs, and things there in the cockpit, and then we started
20 forward. So we pulled out, took a right, taxied down past all the
21 aircraft. We take a left, and I know that the runway is not
22 exactly eastwest, but for purposes of this recording and
23 simplification, we'll say it's an eastwest runway.

24 She headed south towards the runway across the taxiway. We
25 stopped on the taxiway before turning onto the runway. The pilot

1 revved the engine, for lack of better word, a couple times against
2 the brakes. We could feel the engine tugging. It was at least
3 twice, if not three times -- there was a throttle up, throttle
4 down. Release the brakes, turned left heading east toward -- we
5 stopped again, and then we began the take-off procedure.

6 I'm going to pause here for a second.

7 Q. You're good. Take all the time you need, and once again, if
8 we -- the recorder is on, but I am more than happy to shut it off
9 if we want to take a break. Not a problem.

10 A. No. Appreciate it. Yeah, I -- my face won't make the
11 record, so that's fine.

12 So back on the record, the -- she throttled up the engine to
13 take off throttle, I presume. And almost immediately as the plane
14 accelerated, it started to go towards the right, what would be
15 east, southeast, off the center line of the runway.

16 The -- I was focusing mostly out the windshield as we were
17 going down the runway. I was not really watching the pilot as she
18 was doing what she was doing. In my periphery, however, I could
19 see the pilot and intimate that the pilot was struggling with the
20 aircraft.

21 The pilot was trying to get the aircraft back towards the
22 center of the line going eastward down the runway, but the east,
23 southeast rightward movement of the plane never ceased. It was a
24 continuous, on the ground, heading diagonally towards the edge of
25 the runway.

1 The runway at the Juneau airport that, to my understanding,
2 it's a large runway; it's paved. At the edge of the runway is a
3 very rough gravel, not quite rip-rap (ph.), but it seemed like
4 more than a -- like a gravel driveway. It's more than that.

5 Obviously, as we've been thinking about this and trying to
6 understand what occurred, the plane was going off the runway at a
7 diagonal angle. Still accelerating at take-off speed. At one
8 point, I recall the pilot drawing back on the throttles, but we
9 still maintained that angle.

10 And then she throttled up again as the direction of the plane
11 travel continued. There was never a point where the plane seemed
12 to divert from that right-hand turn course down the runway.

13 Pilot throttled back up, and when we reached the edge of the
14 runway, she jerked back on the yolk relatively violently. And the
15 plane took off. Almost instantly, the stall alarm went off. The
16 -- I'm not sure how high we climbed.

17 The pilot leveled off again and was able to turn the plane
18 slightly to the left, taking us back towards the runway. There
19 was a slight -- what I recall to be, a slight pulling back on the
20 yolk to climb slightly. The plane, at that point, entered a
21 stall, stall alarm going off, and as the plane slowly rotated more
22 and more leftwards, the nose pitched down, and we stalled into the
23 ground.

24 The stall alarm on -- the -- nobody really -- none of the
25 passengers said a peep. The pilot said something just before

1 impact. I'm not sure what she said. It was an exclamation of
2 some sort. When we hit the ground with enough forward momentum
3 that -- it's -- I couldn't tell really what hit first. It seems
4 like most logically the left-hand running -- the left-hand rear
5 landing gear and body hit as we went forward.

6 The same time, the, the left-hand wing seemed to hit, and the
7 whole plane changed -- sort of swung around in a 180 degree
8 -- the engine was still spinning. I believe it must have been
9 full throttle. It was spinning very quickly, the follow (ph.)
10 that is.

11 And as the plane rotated around, the force caused us to pivot
12 onto the right-hand wing which caused further damage. From the
13 time we hit the ground and when we stopped is very quick. I
14 recall, on the way down, thinking to myself we -- we're going to
15 crash, and then as soon as the stall happened and we headed
16 towards the ground, it was very evident we were crashing; at which
17 point, the pilot made the exclamation.

18 I braced myself against the top of the instrument panel, the
19 very top of what you might call the dashboard, as we went down. I
20 -- somehow, all of us walked away. But it -- it's mind-boggling.
21 We're very, very fortunate people.

22 The -- once we had spun around and the engine had stopped,
23 the pilot was manipulating different cut-offs, which is, to stop
24 the plane. Our client, who was seated directly behind the pilot,
25 shouted smoke. We could see white smoke coming from the engine.

1 Because the pilot was a short stature, he was able to reach -- he
2 being the passenger behind the pilot -- was able to reach the door
3 handle on her side, open that up, to start climbing out of the
4 plane.

5 He was the first passenger occupant out of -- he was the
6 first occupant out of the plane. Behind him came another younger
7 passenger. Our -- off the record, should we be naming names or
8 just using passengers for this?

9 Q. Passenger is just --

10 A. Sorry.

11 Q. No, you're good. Passenger is -- you would -- passenger is
12 just fine, or you can name names and the names -- and the
13 recording's still going, but that's okay. If you do want to name
14 names, that's fine. I can redact the names from the transcript --

15 A. Okay. Is it helpful to talk about the sequence of how people
16 got out?

17 Q. Yeah, I think it is helpful to take about the sequence of how
18 they got out, and actually, it may be, also, helpful to -- I can
19 deal with the names, Davidson. It may be helpful to know which
20 passengers particular (verbatim) came out, and then if they need
21 to be redacted out of the transcript, I can, I can do that.

22 A. Okay. Let's pull back up. Then I'll start, start from when
23 they yelled smoke.

24 All right. So passenger Mark Taylor, who was behind the
25 pilot, was the first person to say anything upon landing. He

1 yelled smoke. I noticed, at that point as I looked up, that white
2 smoke was coming out of the engine compartment. Because the pilot
3 was of shorter stature, Mark Taylor was able to reach up, open the
4 pilot-side door, and he was the first person to climb out of the
5 plane without her having to move her seat.

6 If she had been taller, like I am, they would not have been
7 able to get out of the plane without her moving her seat or
8 climbing over her, climbing over me. Mark Taylor was the first
9 person out, and then passenger Anisa (ph.) jumped forward between
10 my business partner, Shane, and where Mark was and climbed out
11 next.

12 My business partner, Shane, looked back, and the fifth
13 passenger, Michelle I believe her name is, was having difficulty
14 -- appeared to have difficulty with her seatbelt. Shane watched
15 and was going to offer some assistance when she unbuckled the
16 seatbelt, and then Shane picked her up and helped her by the
17 shoulders and sort of pushed her out on the passenger side. And
18 then he hopped out.

19 About the time Michelle was leaving the plane, I had
20 unbuckled my seatbelt. I flipped the handle over on the passenger
21 side door. I pushed once against the door; it did not open. I
22 pushed harder against the door; it did open. And I stepped out
23 and stepped backwards, looking at the plane as I went backwards
24 noting the damage and then walked as quickly as I could from that
25 door around the front of the aircraft and towards the southern --

1 south-end of the runway.

2 There -- that's where I met up with the other four
3 passengers, and shortly thereafter, the pilot got out of the
4 plane. So I had checked -- after I got out and walked backwards,
5 I was checking to see if other passengers needed help getting out
6 of the plane, and I realized that they had gotten out before or at
7 the same time as I had exited the aircraft.

8 About that time, the pilot came out. She was checking to see
9 if we were safe, and she was saying I'm -- are you okay, are you
10 okay; I'm so sorry; I'm not sure what happened; statements to that
11 effect. The first person on site to -- as a first responder was a
12 -- I believe, the, the bird chaser from the airport that had been
13 out trying to ward off birds.

14 He wanted to make sure we were okay, and then very quickly,
15 the fire department showed up within just a matter of minutes;
16 very little time, the fire department showed up. And then I
17 believe, somebody from Alaska Seaplanes, one of the operations
18 managers showed up, and then we stood there.

19 That was -- it was remarkable how silent it was. I mean,
20 looking back on it, once everything stopped, we were just standing
21 there. It was sort of one of those large droplet drizzle mornings
22 where you can just kind of hear the droplets hitting the ground.
23 We all stood there in disbelief looking at the aircraft, but --

24 Do you care about additional details from what happened after
25 I went back to the terminal, or is this helpful?

1 Q. No, it is. Yeah, it's most definitely helpful. I, I
2 appreciate it, and the -- you -- you're free to share a little
3 more if you'd like to, but no, it's very helpful.

4 A. Okay. I don't -- the rest of the day is relative in
5 consequence to what happened, so --

6 Q. Okay. Nope, that sounds, that sounds good. Do you, do you
7 want to get a drink of water; are you all right; should we -- I --
8 I'd like to ask some, some follow-up questions if you're --

9 A. Yeah. I'm totally fine to keep talking, yes --

10 Q. Okay. Sounds good. Thank you. When you arrived at the
11 airline there, did -- you indicated that they weighed all your
12 bags that you had with you. Did the -- did you provide a weight
13 for yourself, or did they weigh you, or what did that look like?

14 A. -- they asked for my weight. And I provided that weight.

15 Q. And did you -- when you got into the airplane, or when you --
16 did you have any bags with you at all, any carry-on items at all?

17 A. No, none.

18 Q. Okay. And I wanted to go back a little bit to the briefing.
19 You talked about the safety briefing. Do you recall what items in
20 particular were covered? I know you talked about your seatbelt.
21 Do you remember what other items might have been covered?

22 A. I do not know if she covered -- I do not recall if she
23 covered the other seatbelts. I do recall there was one that I
24 missed now, upon recollection; she did mention that there was a
25 safety -- a wilderness survival kit or a wilderness safety kit, I

1 believe, in the rearmost belly pot of the plane, which I recall
2 her saying as well.

3 She did talk about PFDs or life -- safety vests, life vests,
4 and she indicated clearly, at that time, that the other four
5 passenger seats, it was under their seat I believe. And then mine
6 was in the door pocket.

7 Q. Thank you. And you talked about -- Davidson, you had talked
8 about when you boarded the airplane that the pilot pushed the seat
9 back for you before you boarded. Did you readjust the seat after
10 you boarded and fasten your seatbelt, or did it stay there?

11 A. It stayed where it had been pushed back, yes.

12 Q. And do you recall if you had to move the seat in order to
13 egress?

14 A. No, I did not move the seat.

15 Q. And I'd like -- the -- I -- since this sounds like it was
16 your first -- you said it was your first time in a small airplane,
17 the, the controls in the airplane -- the left pilot controls, the
18 primary flight controls, and the copilot flight controls are
19 connected. So the inputs that she put in would be -- show up on
20 the right-hand side of the airplane, so --

21 A. Yes.

22 Q. Do you remember on the taxi, before the take-off, do you
23 remember any control inputs; the yolk or the steering wheel, if
24 you will, in the front, any pressure on your feet, anything that
25 you remember before the take-off?

1 A. I noticed the yolk moving. I recall, I believe, it turns
2 opposite the direction the plane is turning, I believe. When it's
3 taxing very slowly, that may be a false recollection, but it was
4 moving. I noticed that it was moving and that it was -- well, I
5 noticed it was moving, and I noticed where the, I believe, the
6 flatch (ph.) controls were for the feet. I made sure that my feet
7 and knees and everything could not contact those. They were not,
8 but I did notice the moving and made a point to make sure that I
9 was not contacting any of those controls.

10 Q. Sure.

11 A. I was there to ride, not to fly. So --

12 Q. And the same inputs were -- we want to understand the inputs
13 that you recall, and so, the same question for the take-off; do
14 you recall control inputs; the yolk or steering column, any
15 pressure on your feet during -- that you recall, during the take-
16 off and rotation?

17 A. None. No, I -- nothing was contacting my person. I recall
18 as, as we were -- I don't know if it was before we took off or
19 after, but I noticed, obviously, the yolk was turning towards the
20 -- to try to counteract the force that we were going down the
21 runway.

22 So it was turning towards the left, but that was the way the
23 plane banked. But no, nothing that I -- at no point was there a
24 contact with my body of any controls.

25 Q. And in that front seat, did you feel -- with that seat back,

1 did -- how did you feel room-wise; did you feel like you -- for
2 instance, for a comparison, did you feel like you were sitting in
3 first class up there where you had room to stretch out, or did you
4 feel like you were maybe in economy class of a large airline where
5 you a little (verbatim) more cramped? Or can you describe that to
6 me at all?

7 A. I didn't feel terribly cramped. I'm six foot two.

8 Q. Okay.

9 A. Was it my height? Was that -- probably helps with everyone's
10 determination. I didn't really feel cramped. That's not -- that
11 -- that's not a, a sensation I feel. I mean, I felt like I had
12 plenty of room to be comfortable in the plane.

13 Q. Okay. Sounds good. At any time during the taxi, all the way
14 to the -- from the time -- actually, from the time the pilot
15 started the airplane to the time the airplane came to rest, did,
16 at any time, she look distracted or stressed other than what might
17 have been usual once air -- once she -- you guys recognized there
18 was a problem, or she recognized there was a problem?

19 A. To me, she seemed very, very confident. She seemed like she
20 had a system she knew how to follow. She seemed competent. I
21 know there was some -- I believe the flaps of -- from my
22 perspective, the flaps would have been to the left in the center
23 console below the main dashboard; is that correct? The -- there's
24 sort of a -- there's a dial you move back and forth; is that flap
25 setting?

1 Q. I think that's trim, correct, Sean?

2 MR. QUINN: Yeah, there's a throttle quadron right in the
3 center between the pilot and copilot seat that has the throttle
4 control, the speed lever, and then there's a trim wheel -- it's
5 a --

6 MR. WARD: Yep.

7 MR. QUINN: -- wheel.

8 MR. WARD: Yes.

9 MR. QUINN: But the -- there's a lever far right from the
10 pilot side, which is your flap indicator lever with three
11 different detents which would be next to your left knee --

12 MR. WARD: I was referring to the trim wheel. I noticed her
13 manipulating the trim wheel as we did the taxi. I'm not sure to
14 what -- she was doing it for a reason. I'm not sure why, since
15 I'm not a pilot, but she was manipulating that. And she seemed to
16 be checking the different controls. You know, we were sitting
17 there, and the yolk went left, went right. And then the trim
18 wheel was manipulated, and -- but that certainly wasn't keeping
19 track of what all was being done.

20 MR. BANNING: Sure. No, I appreciate your -- I appreciate
21 you sharing what you do recall.

22 MR. WARD: Yeah.

23 BY MR. BANNING:

24 Q. Another good question here for you: once -- did you, at any
25 time prior to the impact, hear anything that seemed unusual to

1 you; meaning popping, something maybe associated -- anything that
2 seemed unusual to you; out of the ordinary what you have -- you
3 understand what I'm trying to say a little bit --

4 A. Yeah. No, was there a sound to indicate something
5 mechanically happening after we started on the runway, or anytime?
6 The answer is "no." It was all -- it seemed almost instantaneous.
7 It, it -- the -- it seemed as though there was a crosswind. There
8 -- I don't believe there was.

9 I don't think it was a very windy day, but you see videos on
10 YouTube of crosswind landings and the rutter is, you know,
11 counteracting the crosswind or whatever. That -- my first thought
12 was this must be a wind gust or a crosswind, and it seemed as I
13 was processing it, that well, this must be a wind gust. It's
14 possible the pilot's trying to correct against the wind gust to
15 get us straightened out on the runway as we're starting to take
16 off.

17 But it, it never -- it was unrelenting. It seemed as though
18 no matter what the pilot did, we were going off at an ever-
19 increasing angle towards the right, or towards the south. I
20 remember thinking -- we powered down momentarily, if I recall
21 correctly, and then we powered back up and, and took off.

22 She turned -- she pulled back on the yolk right as -- about
23 the time the front or rear wheels left the runway. I remember --
24 recall thinking at the time that this is not normal. That -- it
25 didn't seem quite right as we were doing that, but yeah. Based

1 upon the results, it wasn't a very normal flight, but --

2 Q. Yeah. No, I -- thank you. Do you happen to have any
3 pictures from the event, Davidson?

4 A. I have pictures -- I have a picture I took walking to the
5 plane as we walked out of -- just before we took off. Just -- we
6 led -- went through the double doors, took a picture, and then I
7 have pictures taken after we were next to the airplane road, or
8 flow plane road, after the crash. I did not take anything up
9 close afterwards.

10 Q. Are you aware of any other passengers -- I'm -- I presume you
11 probably visited with the other passengers. Are you aware of any
12 other passengers that may have videoed it -- or any -- okay.

13 A. No video. I know one -- Anisa has a photograph that she took
14 after the plane crashed. I have a copy of that photograph as well
15 that she shared with us.

16 Q. Okay. I think what I'd like to do now, Davidson, if it's all
17 right with you, I'm going to take a break and see if anybody else
18 has some follow-up questions for you.

19 A. That'd be fine.

20 Q. Okay. Thank you.

21 MR. BANNING: Mark, do you have any follow-up questions?

22 MR. M. WARD: No questions. Thank you for your time.

23 MR. BANNING: John?

24 MR. PERCY: Yeah, I do, if you don't mind. Just a couple of
25 quick follow-up questions, and I think you were -- I mean, it

1 sounds like you were -- had a very detailed description of the
2 event. And I probably won't -- I think we have all the
3 information. I just want to verify a couple of things.

4 BY MR. PERCY:

5 Q. So you noticed that she was checking the controls. She was
6 -- especially the yolk, and she's turning it left, and she's
7 turning it right, and that yolk is moving over your legs, correct?

8 A. Yes.

9 Q. Yep. I only ask because I do a lot of check rides from the
10 seat that you're sitting in, and a lot of times when the pilot is
11 moving those controls, they'll bump against my knees if my -- if
12 I'm sitting in a normal seat like I would be in a chair. So I'll
13 lower my legs down a little bit and then allow that to move
14 freely. Do you remember having to do that, or was -- did they
15 clear your knees when she was doing it initially?

16 A. I recall putting both knees together towards the door to be
17 fully out of the way of the yolk.

18 Q. Okay. Yeah, and that makes sense. And so, you know, and
19 you're aware -- it sounds like you did a simulator flight, so
20 you're aware of the main flight controls, maybe some
21 misunderstandings about the secondaries like the trim and the
22 flaps. But -- so you're aware of rutter pedals, right? And --

23 A. Yes.

24 Q. And then did you know that the rutter pedals -- that you had
25 rutter pedals at your feet in the floorboard?

1 A. I noticed them.

2 Q. Um-hmm. And you said that you had your feet -- you made sure
3 that your feet were off of those; is that correct?

4 A. Correct.

5 Q. Okay.

6 A. If you think about it, I had -- my knees were to the right
7 towards the door, and then my feet were to left sort of in a z-
8 pattern, I guess. So they were clear of both sets of controls.

9 Q. No, that's -- that --

10 A. I just stay clear of those --

11 Q. Yeah, I know. I can -- I see the -- I've got a real good
12 picture of that, and that explains where your feet were
13 positioned. Then I have one thing that's unrelated, and it just
14 came up as you were talking about the safety briefing. Do you
15 remember when she had her -- she was talking about the flotation
16 gear, the PFD, did she tell you how to use it or just where it
17 was?

18 A. I believe she might have told me, but I fly very often for
19 work, and that's the part of the --

20 Q. (Indiscernible) --

21 A. -- safety briefing -- yeah, you sort of check out of -- she
22 very well could have. I don't recall, but --

23 Q. Sure. Did she mention the fire extinguisher at all? It was
24 just one of the things we --

25 A. She didn't -- no, she did. You're right. No, she mentioned

1 the fire extinguisher as well, yes.

2 Q. Did she -- do you remember if she mentioned how to use it, or
3 it was the same thing; it's just sort of you hear it a thousand
4 times and --

5 A. You hear it a thousand times. I couldn't --

6 Q. Right. Okay.

7 A. -- straight answer on that.

8 Q. No, understood.

9 MR. PERCY: I -- those are all the questions that I've got.
10 Thanks, Davidson.

11 MR. WARD: Yeah.

12 MR. BANNING: Sean?

13 MR. QUINN: Yeah, I just have one question for you, Davidson.
14 Do you recall if there were any water bottles or coffee mugs
15 or any loose items up forward in the cockpit at all?

16 MR. WARD: No, I don't recall seeing anything like that. No,
17 it seemed perfectly clean.

18 MR. QUINN: Okay. That's all I have. All right.

19 MR. BANNING: Thank you. I think I have one more question,
20 Davidson, and then and then maybe we'll go around the room one
21 more time and make sure if that's all right with you.

22 BY MR. BANNING:

23 Q. But my question is there anything that you think is important
24 that we didn't ask you about that you think we need to know about?

25 A. I think we've covered it all.

1 Q. Okay.

2 A. I don't -- yeah.

3 Q. Okay.

4 A. Yeah.

5 MR. BANNING: All right. Mark? Before we go off the record.

6 MR. M. WARD: (No audible response.)

7 MR. BANNING: Thank you, Mark. John?

8 MR. PERCY: I don't have anything further. Thanks.

9 MR. BANNING: And Sean?

10 MR. QUINN: Nothing more from me, thank you.

11 MR. BANNING: Okay. With that, I am going to go off the
12 record at 11:39.

13 (Whereupon, at 11:39 a.m. AKST, 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: CESSNA N754KP ACCIDENT IN
 JUNEAU, ALASKA
 ON OCTOBER 22, 2021
 Interview of Davidson Ward

ACCIDENT NO.: ANC22LA003

PLACE: Via Telephone

DATE: October 29, 2021

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 black rectangular redaction box covering the signature of the transcriber.

Kali Haney
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CESSNA N754KP ACCIDENT
IN JUNEAU, ALASKA
ON OCTOBER 22, 2021

Accident No.: ANC22LA003

* * * * *

Interview of: MARK TAYLOR, Passenger

Via Telephone

APPEARANCES:

MARK WARD, Aviation Accident Investigator
National Transportation Safety Board

CLINT JOHNSON, Chief
SD Office

SEAN QUINN, Pilot
Alaska Seaplanes

JENNIFER BARCLAY
Textron

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I N T E R V I E W

MR. WARD: Start that. All right. So we'll go ahead and introduce each other. I'm Mark Ward. I'm an accident investigator helping Brice with the NTSB, and Clint, if you'll introduce yourself.

MR. JOHNSON: Sure. My name is Clint Johnson. I'm the chief (ph.) here at the SD (ph.) office here in Alaska, and thanks for letting me join in.

MR. WARD: And then is it -- it's Steven (ph.).

(Indiscernible). I think you're muted.

UNIDENTIFIED SPEAKER: I think you're muted there.

MR. WARD: Oh, Sean. It's Sean.

UNIDENTIFIED SPEAKER: Yeah, we can't hear you.

MR. WARD: If you know sign language, you can do that as a back-up.

UNIDENTIFIED SPEAKER: There we go. And then -- all right then. I'm still figuring out the al here conference, sir (ph.).

MR. WARD: We lost you again.

MR. QUINN: How about now?

MR. WARD: We've got you.

UNIDENTIFIED SPEAKER: We've got you.

MR. QUINN: Yeah, yeah. Sean Quinn. The Director of Operations at Alaska Seaplanes.

MR. WARD: Okay. I think that's everyone so far, so I've got a -- some verbiage to read real quick (verbatim).

1 So the NTSB is an independent federal agency charged with
2 determining the probable cause of transportation accidents and
3 promoting transportation safety. The NTSB is not part of DOT or
4 FAA, and we have no regulatory or enforcement powers.

5 We've already introduced -- do you have any objections, to
6 anyone that's in the room now that's listening?

7 MR. TAYLOR: I do not.

8 MR. WARD: Okay. So today we'll be using a digital recorder
9 to record the interview which we -- will then be sent for
10 transcription. The transcript, not the audio recording, will be
11 made part of the public docket.

12 The purpose of the investigation is safety, to determine
13 probable cause or causes, and prevent recurrence. Our role is not
14 to assign fault, blame, or liability. This interview is part of
15 the fact-finding phase of this investigation. We cannot, however,
16 offer any guarantee of confidentiality or immunity.

17 Each member of the group will have a chance to ask questions.
18 We'll ask questions one at a time, and everyone has been
19 instructed not to interrupt the person who's asking questions at
20 that time. There will be an opportunity for each member to ask
21 follow-up questions after each person has a turn.

22 Please answer all questions to your best of your
23 recollection. If you don't understand a question, just ask us to
24 repeat it or explain it, and we'll be happy to help. If you
25 realize at any time that you misstated or you need to modify any

1 answer, feel free at any time. You can stop and go oh hey, I just
2 remembered -- feel free at any time, add anything at any point.

3 You are entitled to one representative of your choosing. Do
4 you have anyone that you'd like to join the meeting as a
5 representative for yourself?

6 MR. TAYLOR: No, I -- I'm alone. (Indiscernible).

7 MR. WARD: Do you have any questions?

8 MR. TAYLOR: I do. Just one question. Do you -- did you say
9 this transcript or audio does become public record or that it does
10 not?

11 MR. WARD: It becomes public record is my understanding.

12 MR. TAYLOR: Okay.

13 UNIDENTIFIED SPEAKER: That is correct. It -- it'll be in
14 what we refer to as the public docket, and it's basically all of
15 the supporting information that we use to determine probable
16 cause.

17 MR. TAYLOR: Okay.

18 MR. WARD: Okay. Any other questions?

19 MR. TAYLOR: Not from me.

20 MR. WARD: Awesome. So we'll get started.

21 INTERVIEW OF MARK TAYLOR

22 BY MR. WARD:

23 Q. So for the record, if you'll just state your name and job
24 title -- or you know, define what you do for a living.

25 A. Sure. My name is Mark Taylor. I live in Skagway, Alaska.

1 And I serve as a superintendent of operations for a light pass
2 railroad, and I'm a raised journey (ph.) civil engineer with the
3 state of Alaska.

4 Q. Okay. All right. And then I think -- so the first one
5 interviewed -- what kind of aviation background do you have?

6 A. I'm just a frequent traveler. I have no training or
7 expertise in terms of aviation maintenance or operations. I
8 definitely frequent flying. I've flown up to southeast Alaska,
9 and I've flown routinely in small planes.

10 Q. Okay. And just -- if you could start from when arrived there
11 at Seaplanes North, and just -- if you can just walk us through, I
12 guess, that event and how you remembered it from the time you
13 know, pulled up there to the time you exited the aircraft.

14 A. Sure. And feel free to stop me as I go through if you want
15 me to clarify (indiscernible) right question, so I'll try to
16 (indiscernible) right now (ph.).

17 The mission (ph.), all in all, seemed relatively normal.
18 Arrival, check-in, walking up the airplane was all very typical
19 and as expected for Seaplanes and their flights, like that (ph.).

20 I sat -- I went behind the pilot on the left side. I had no
21 bags with me. Occasionally, they'll let you carry a -- like a
22 briefcase in the cabin, but I didn't -- I kept it all (ph.) under
23 the, you know, frame (ph.).

24 Pilot's -- we -- I think we may have just -- like, we waved,
25 and she seemed to be -- she apologized for the late departure,

1 although it seemed well within the realm of typical
2 (indiscernible) normal weather-type issue.

3 She started her safety briefing. I don't -- she was -- she
4 seemed to be in a bit of a hurry, but nothing out of the ordinary.
5 I think -- or her -- she started the briefing as she was getting
6 in the airplane. I closed her door.

7 I -- she touched on all the usual subjects that you would
8 expect in the safety briefing. It was a bit quick and hurried,
9 but she did -- she -- I think she mentioned all the usual topic
10 matters.

11 (Indiscernible) the start-up of the engine. That all seemed
12 very normal, very typical from what I've experienced or observed
13 in the past. As we taxied out, it was all very typical, just a --
14 you know, taxi straight ahead and hit the right-hand turn, a hard
15 left-hand turn, and then you're on the taxi waiting for the
16 runway.

17 And then we continued to take-off to the east, I guess,
18 toward downtown, and as we were making the sweeping left-hand turn
19 onto the runway out the taxi way, she started the flight take-off
20 power and immediately, I didn't -- it -- just I even thought this
21 doesn't feel right, didn't seem right -- doesn't seem typical to
22 me.

23 The plane started to drift quite hard to the right side, and
24 a sensation I described at -- was I felt, like we were drifting on
25 black ice. And of course, I knew it was too warm for ice. And I

1 don't know if she -- I think she may have slightly reduced power
2 at that point, and then it -- may have tried to slightly force
3 correct back toward the center line.

4 And it continued to pull to the right, and I knew we were in
5 a bit of trouble at that point. And I don't know if we bounced on
6 the runway at all. I don't know that, but it became quite evident
7 that we were going to go veer off the runway.

8 And about that time, it dawned on me that we were going to be
9 on the shoulder. She cut power, which I thought was -- I was
10 happy in that typical wise thing to do. So she cut power, but --
11 and I didn't really feel any heavy braking; I didn't hear or feel
12 the props reverse.

13 And as we kind of skidded out onto the shoulder, at that
14 point I thought it would just be a -- we'd stay on the ground,
15 it'd be a rough ride, and we kind of bounced off the embankment
16 and kind of end up there or out at the seaplane base.

17 But she applied -- re-applied take-off power, and she pulled
18 back, and the front wheel came off the ground, and then the --
19 that's when the stall alarm went off immediately. And I didn't --
20 I thought if we were too slow, when I -- I was actually a bit
21 surprised when we seemed to somewhat lift off into the air.

22 And I was -- at that point, I kind of knew we were screwed.
23 I was mentally preparing to land in the water at the seaplane base
24 there, and the nose somewhat leveled off. I think even the stall
25 alarm stopped momentarily, and I had hopes that the -- we might

1 actually be able to power out of it.

2 The engine seemed fine. I didn't hear any anomalies; I
3 didn't hear any skipping; there was no noise, no smoke, and no
4 exhaust coming up from the engine. It seemed to run flawlessly.

5 And I don't know if we started to turn left back toward the
6 runway, or if we stalled to the left, but -- yeah, but the left
7 wing dipped, the stall alarm went off, and that's when I knew we
8 were going to hit the ground.

9 And I don't -- I'm still not sure how high we were. It -- I
10 -- you guys probably know -- already know the answer to that, but
11 it seemed, like, maybe 50 feet. I -- it was hard to -- I
12 (indiscernible) clear view of the front. I only had the left-hand
13 view, but I had -- (indiscernible).

14 And we're looking out the left-hand window, seeing the left
15 wing down, and the ground coming up and knowing that we were going
16 to hit. And I grew up in Alaska, we've all heard these reports --
17 read your reports and really this is the main, and so I kind of --
18 my thought was that we were going to hit -- the wing was going to
19 hit, and we're going to (indiscernible) roll over. That would be
20 the end.

21 And I kind of held onto the bottom of the seat, braced as
22 best I could, and held firmly and sort of waited for impact. And
23 I -- I'm not real clear (verbatim) (indiscernible) at that point.
24 I'm not sure if the nose veer hit first or left wing hit first,
25 but the left side of the plane hit first.

1 And then I -- it was sort of just a violent (indiscernible)
2 after that. Which direction we went, what stopped where and when?

3 Are we just -- to back up a few seconds, as we were turning
4 -- (indiscernible) left back to the runway, and that's all I went
5 off (ph.). The pilot did yell or say something, but I don't know
6 what it was. But I could tell -- you could hear the stress in her
7 voice. I think we all knew that we were --

8 I was -- when we stopped moving, I knew we need -- I knew we
9 needed to get out. I knew we needed to get out right away, and I
10 was -- the engine kept turning. I think the prop was stuck in the
11 ground, but the engine was turning and making noise.

12 And there was smoke -- a little bit of smoke coming out of
13 the engine, and I could -- my first reaction was to get out as
14 fast as I could. And I didn't seem to be much action on the front
15 seat.

16 I -- the way -- it set at a bit of an awkward angle, and I
17 weren't really sure if the right-hand door would open easily. And
18 ultimately, I think Davidson Ward, who was in the front right
19 seat, he didn't go out that way.

20 I -- the pilot was talking somewhat quietly. I didn't know
21 what she, what she was saying with, with -- there were -- I'm not
22 even sure if -- she may have been talking to Ward on how to exit
23 his side, but her seat was far enough forward -- but actually, I
24 was able to undo my seatbelt, move forward, open up her door, kick
25 out the ladder -- push out the ladder, and I was able to sort of

1 wedge my weight between the fuselage and the back of her seat.

2 And I think at least -- well, I think the other passengers
3 came out behind me, if memory serves, and then the pilot was able
4 to -- got out. And I could smell like, fuel, but I didn't -- at
5 the time, I didn't realize there was any fuel leaking. I thought
6 it was just sort of unspent fuel from the engine.

7 And at -- once the engine stopped turning, that's when the
8 smoke immediately dissipated. I -- it's funny, time -- because
9 you guys probably have heard this a thousand times, but time does
10 slow down, and you have -- it's amazing how much time -- but you
11 have time to think about in just a few seconds.

12 And I -- the back doors, of course, were obstructed with
13 cargo, and there was a net. And in my mind, I was fearful that
14 that was going to come loose, and none of it did; it all stayed
15 quite secure. But that flashed through my head (indiscernible) --
16 such, such a risk (ph.). So didn't go through anything going on
17 in the back cargo-wise, and that's the mental description of the
18 event, I guess.

19 Q. Oh, well, thank you for that. I'm -- go through my list,
20 just questions I had here. Do you remember anyone else having any
21 kind of bags -- holding bags in the aircraft?

22 A. I do not.

23 Q. Do you remember anyone having, like, a water bottle or seeing
24 a water bottle on the floor or anything that --

25 A. No, I don't -- I know that the gentleman I was traveling with

1 didn't have anything like that. The other passenger, I don't
2 recall what she had for any sort of carry-on things, and it --
3 usually the pilots have a -- some light gear up front, but I --
4 nothing really struck me as unusual or atypical. Nothing stands
5 out in my mind.

6 Q. Did the pilot seem distracted at all when she was heading
7 out?

8 A. I -- you know, I -- I've flown with her a couple of other
9 times, I believe, this summer, and I wouldn't say she was in a
10 hurry, but she seemed hurried, if that makes sense. I wouldn't
11 say she was rushing, but she was definitely pushing.

12 When -- the little things that -- you hear the briefing a
13 thousand times as sort of a mental thing. Like, I've -- it's just
14 I listen to their safety briefing just to see how tuned in they
15 are. I would say she definitely hit all the usual topics, but you
16 know, ordinarily, the pilots will dwell on a few things, you get
17 some extra detail; like, she mentioned the, you know, the life
18 jackets were in the back seat's pockets, and that's all she said.

19 But ordinarily, they would take the extra three seconds and
20 say, you know, please don't inflate it 'til after you're outside
21 the aircraft. It's little things like that that I just -- I just,
22 for some reason, just made a mental note of.

23 Q. Do you remember any kind of (indiscernible) sounds during the
24 events -- I mean, before the -- I mean, before you took the runway
25 or anything that just seemed odd. I mean, quite a lot. I mean,

1 anything that cropped your mind.

2 A. No noises that struck me as odd or unusual up until pack
3 (ph.).

4 Q. Were you taking pictures or any kind of video on the back
5 that you might have?

6 A. I was not.

7 MR. WARD: Okay. All right. I think that's all the
8 questions I have.

9 We'll go around the room for questions. Sean, do you have
10 any questions?

11 MR. QUINN: Get myself unmuted here.

12 BY MR. QUINN:

13 Q. Yeah, yeah, my -- I guess the one question I had is, you
14 know, you're explaining on the take-off (indiscernible) aircraft
15 immediately started to veer right; is that correct?

16 A. Yeah, it seemed as -- I would say a bit -- it was sort of was
17 slow as we seemed to accelerate -- as you -- you're add -- adding
18 power, and you're accelerating, the -- it started to -- it started
19 -- it seemed to (indiscernible) with the added power and the --
20 increased speed.

21 Immediately to sound like it was as sudden. It was more of
22 an -- a slow acceleration from the euro (ph.) to a hundred, I
23 guess, in terms of effectiveness. But it seemed to -- as we were
24 making the left-hand sweeping turn and she was adding power, we
25 seemed to increasingly drift harder and harder to the right.

1 Q. Okay. Anything that add tall (ph.). Okay. Sorry, go ahead.

2 UNIDENTIFIED SPEAKER: We're on.

3 MR. TAYLOR: I -- my memory is that she did reduce power
4 somewhat and tried to course correct in that it, you know,
5 happened again or I -- it looked -- clearly it did. I -- I'm not
6 sure they were stopped pulling to the right after -- at the
7 initial -- the fact that I felt through -- it would have -- on
8 the, the second attempt at the second hour application.

9 MR. QUINN: Okay. That's all I have.

10 MR. WARD: All right. Clint, do you have any questions?

11 MR. JOHNSON: Yeah. Just a couple there, and Mark, thanks
12 again for, for taking the time to be able to talk to us. I
13 really, really appreciate it.

14 BY MR. JOHNSON:

15 Q. Give me an idea of how many times you make this run up to --
16 how, how many times that you've been on this run. Do you go back
17 and forth on a regular basis?

18 A. Oh, yeah. I (indiscernible) since I was a kid. I -- I've
19 flown, you know, Skagway Air LAV all the different airlines over
20 the decades, and I probably do it 12-24 times a year.

21 Q. Wow. Okay. So definitely a frequent flyer, that's great.
22 And -- thank you for that, and one other thing; you mentioned it,
23 you think that the airplane became airborne maybe 50 feet off the
24 ground roughly; is that what I understood?

25 A. You know, I -- my memory of that is -- has changed. When I

1 first exited the airplane, I thought we were half at most a
2 hundred feet. That might be generous. Looking -- as the -- that
3 the -- a few days later with a clearer head, I thought no, maybe
4 we were closer to 30 or 50 feet, but that would (ph.) -- to, to --
5 the -- to further confuse you two pretty guys (ph.).

6 Q. No, no. I understand.

7 A. We -- when we put -- we -- I was paying attention to our
8 altitude from the (indiscernible). I do think that we may --
9 maybe were closer to a hundred feet, but I -- actually, I -- but I
10 -- that was my question for you guys, if you knew what the top
11 altitude was. I didn't see the gauge. It was purely a
12 (indiscernible) looking out the window, trying to gauge our
13 elevation.

14 Q. Right, right. Okay. Thank you very much. And again just to
15 confirm, you said you heard the stall warning. How do you know it
16 was the stall warning? And I -- I'm not questioning it, but --

17 A. You know, I -- days (ph.) -- well, it -- whenever we would
18 hear it on landing -- well, actually the -- only ever heard in
19 planes was only landing right before touchdown, and the pilots
20 would always -- when on the up (ph.) they would always say this
21 was the stall alarm (indiscernible).

22 I had -- I'd -- I know it'd be there (indiscernible), but the
23 alarm was bendy (ph.) a long time ago. And if I prude proper
24 retain relist (ph.), I've heard it several times on landing, I
25 have. So I immediately recognized it for what it was, and it

1 wasn't surprised to hear it given what I had thought was a
2 relatively low speed for trying to take off.

3 Q. Okay. All right. So you're pretty confident that that was
4 the stall warning you'd heard? It couldn't have been any other
5 type of annunciator or a horn or a gong or anything like that; is
6 that correct?

7 A. It sounded -- well, it was an alarm that that sounded like
8 the stall alarm. I'm not sure if it has -- if the same tone
9 applies to multiple alarms, but I've -- I know that the noise --
10 the sound I heard, it was (indiscernible) to stall warning.

11 Q. Okay. All right. Thank you. Two more questions here real
12 quick (verbatim). Did you see, during this whole event, any
13 lights on the brow, like, up on the, you know, the annunciator
14 panel or anything -- I know you're behind the pilot, so your view
15 is somewhat restricted. But looking around her, did you see any
16 lights that were on that maybe illuminated during this event?

17 A. I didn't have a view of the annunciator panel. All I really
18 see was the engine control, engine control, and I didn't -- I
19 really didn't stretch out farther and try to look at her panel.
20 And I -- but I didn't see any.

21 Q. Okay. Thank you. One last one. After everything stopped
22 and everybody's on the side of the runway, what was discussed?

23 A. Well, the first thing was are you okay.

24 Q. Understandable --

25 A. And we were --

1 Q. Go on.

2 A. We were all thankful, but everyone -- we all kind of piled
3 out of there that we were all relatively unscathed, which was a
4 huge relief.

5 The pilot was -- I think she was on her phone, or she was
6 trying to make a phone call, I assume, back to her headquarters.
7 And she asked if we were all okay, and she was effusive,
8 apologizing. Did she -- did -- all she kept saying, she said this
9 several times that she had no control, and she was sorry, but
10 outside of that, that's all. No comments on (indiscernible).

11 Q. Okay. Any comments from the -- either the front seat
12 passenger and, and one thing I was going to ask -- do you know the
13 front seat passenger, the one that was in the right seat?

14 A. I do.

15 Q. And was there any conversation? Did he -- and I haven't been
16 privy to that interview, so I -- I'm going to enter this one cold.
17 Was there anything that was discussed about thoughts about what
18 happened from his standpoint?

19 A. I -- yeah, I think we were all -- must be foreign, but I
20 think our recollections are largely aligned that, for whatever
21 reason, the airplane wanted to veer to the right. And the take-
22 off was aborted, and then we tried to take-off again from the
23 shoulder of the runway.

24 I think we all have the same thought that we were all
25 surprised to have gotten airborne. We were all kind of the same

1 confusion about the, the altitude, 30 to 100 feet. We all -- I
2 think David -- Davidson and I were both the same mindset that we
3 both accepted at first to be in the water, and then we just
4 stalled to the left, and that's it.

5 Q. Okay. All right, Mark. Thank you so much, I appreciate it.

6 A. All right. Thank you.

7 MR. WARD: I'm going to see if we had one more person I
8 missed coming in. Jen, if you can introduce yourself, and if you
9 have any questions.

10 MS. BARCLAY: Sure. Hey, Jennifer Barclay (ph.) from Textron
11 (ph.). Sorry about my times, I was mixed up. But yeah, I don't
12 have any questions today.

13 MR. WARD: Awesome, thank you. And I guess just one last
14 question, Mark. Is there anything that we haven't asked you that
15 you think we should be made aware of?

16 MR. TAYLOR: Let me think for a moment.

17 MR. WARD: Yeah, take -- yeah, as much time you think (ph.).

18 MR. TAYLOR: Yeah, I think we kind of covered all the
19 highlights from my perspective, but to be honest, my -- having --
20 going through this again, my heart -- my blood pressure shot up
21 again. Maybe with a clear head, if something does strike me as
22 something I should have brought up or should have mentioned, I --
23 I'll reach out, reach out to you directly.

24 MR. WARD: Awesome, appreciate it. And I appreciate you
25 taking your time, and it's never fun going through this kind of

1 stuff.

2 MR. TAYLOR: Hey, I'm just happy to be able to talk to you
3 guys.

4 MR. WARD: Yeah. Well, awesome. Well, if there's any
5 questions from anyone else, speak now. All right. Well, hey I
6 definitely appreciate your time, and thank you again, and we'll be
7 in touch if we have any other questions, or if you have
8 anything --

9 MR. TAYLOR: So what, what --

10 MR. WARD: -- please reach out.

11 MR. TAYLOR: What's the, what's the typical timeline for your
12 investigation, summary statements, and reports?

13 MR JOHNSON: Let -- I'll jump in on that one.

14 MR. WARD: Thank you.

15 MR. JOHNSON: So, so basically, we were going to wait until
16 the weekend here to release what we refer to as the prelim. The
17 prelim is just what the name implies: who, what, when, where.
18 Typically, 15 days roughly, give or take, we'll release that.

19 For an investigation like this, we try to complete these
20 within nine months to a year. Obviously, the more complex ones or
21 -- will take a little bit longer, but we always try and get these
22 done within the year's timeframe. You'll see a factual, which is
23 basically everything that Mark and Brice gather, and then a final
24 right after that, usually a couple of weeks after that.

25 So that's kind of the lifespan of our report process.

1 MR. TAYLOR: Okay.

2 MR. JOHNSON: Anything else?

3 MR. TAYLOR: Not from me.

4 MR. JOHNSON: All right.

5 MR. WARD: Awesome. Well, I thank everyone for attending,
6 and you guys have a great day.

7 MR. JOHNSON: All right --

8 MR. TAYLOR: Great, thanks.

9 MR. QUINN: Thanks again, Mark. Appreciate it. Thanks, John.
10 (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: CESSNA N754KP ACCIDENT IN
 JUNEAU, ALASKA
 ON OCTOBER 22, 2021
 Interview of Mark Taylor

ACCIDENT NO.: ANC22LA003

PLACE: Via Telephone

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.



Kali Haney
Transcriber