

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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PIPER 32-300 FATAL ACCIDENT

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NEAR OLD HARBOR, ALASKA

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Accident No.: ANC23FA045

ON JULY 2, 2023

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Interview of: MARK SCOTT, Pilot
Vertigo Air

Via videoconference

APPEARANCES:

MARK WARD, Investigator-in-Charge
National Transportation Safety Board

GARY STEARS, Principal Maintenance Inspector
Juneau Flight Standards Office
Federal Aviation Administration

ROBERT RICHMOND, Esquire
Representing Mark Scott

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Mark Scott:		
By Mr. Ward		8
By Mr. Stears		17
By Mr. Ward		20

I N T E R V I E W

MR. WARD: Hey, Bob.

MR. RICHMOND: Can you see me?

MR. WARD: Can't see you. I can see Mark.

MR. RICHMOND: All right. Where the hell am I? Let's see. Should be able to figure out how to join, but you don't really need to see me anyway.

MR. WARD: No.

MR. RICHMOND: Let me see if I can turn the camera on just to see if it does it. Yeah, there I am.

MR. WARD: There you go.

MR. RICHMOND: I told you Mark -- a pretty good looking guy. Just want to make sure you can see me okay.

MR. WARD: And --

MR. RICHMOND: Who is going to be here with you? Is the FAA guy going to be here?

MR. WARD: He should be. And that's something I'll need to talk to you about whether you want him here or not because he is -- he doesn't have to be. I mean, he'll eventually get the note, but if you don't want him here -- feel comfortable, I don't mind.

MR. RICHMOND: So Mark and I talked about that. I think the sort of agreement was you guys ought to just go ahead, and ask the questions you want, and I realize that we can keep him out, and if we want, you know, he has to get the stuff at another time. But I think Mark and I are both of the feeling let's just go ahead and

1 ask the questions. Now, you've already talked to Mark before,
2 obviously. So but, yeah, I don't mind if Gary comes in. I mean,
3 he's probably down in Juneau isn't he?

4 MR. WARD: Yep. He's down in Juneau and has joined us, yep.

5 MR. RICHMOND: Gary, are you there?

6 MR. STEARS: Yep. I'm here --

7 MR. RICHMOND: Okay. Okay. Now, are you recording this,
8 Mark?

9 MR. WARD: Yes, I am. Unless you don't want it recorded,
10 then I can just take notes. So it's your call.

11 MR. RICHMOND: No, I, you know, I go wax and wane, unless
12 Mark feels differently. The one thing about the recording is it
13 gives an accurate record as opposed to someone's memory. So,
14 Mark, what do you think? I mean, I think it's probably okay. The
15 NTSB has been typically recording things these days.

16 MR. SCOTT: Fine.

17 MR. RICHMOND: Okay. All right, guys.

18 MR. WARD: All right. So I'll start this off. First I want
19 to start with Mark. Thank you so much for -- this is not, this is
20 not fun for anybody, and so I do appreciate you taking the time,
21 and talking to us.

22 All right. So I got some mandatory things I need to put out
23 first and -- the purpose of the investigation is only to increase
24 safety. It's not to assign fault, blame, or liability. I can't
25 offer you any kind of guarantee of confidence (indiscernible) or

1 immunity. Everything gets put in the public docket. Now the FAA
2 can't use anything that we gather here for any kind of certificate
3 action. This is only to find out the probable cause. The
4 interview -- you're allowed one representative. I'm assuming that
5 the lawyer is your representative that you want here?

6 MR. SCOTT: Yeah.

7 MR. WARD: Okay.

8 MR. RICHMOND: I should identify myself as Bob Richmond, and
9 we've gone over that name with Mark, and he's memorized it. So if
10 you were to ask him that, he will give you that name.

11 MR. WARD: Good deal.

12 MR. RICHMOND: Shawn Williams used to play this game with who
13 is the guy sitting next to you? And I had a guy once to say,
14 well, I don't know, but they told me I should bring him in here
15 with me. So just so you know, Mark, Mark, Scott and I have
16 rehearsed this.

17 MR. WARD: Okay.

18 MR. RICHMOND: Can you just ask him my, ask him my name, just
19 so it says it on the record.

20 MR. WARD: All right. Mark, who is your guest?

21 MR. SCOTT: Bob Richmond is my representative.

22 MR. RICHMOND: There you go. Okay, fine. Okay, move on.

23 MR. WARD: And then we'll introduce myself. So my name is
24 Mark Ward. I'm the IIC, Investigator-in-Charge for the NTSB.

25 And then Gary, if you'll introduce yourself.

1 MR. STEARS: My name is Gary Stears. I'm the PMI with the
2 Juneau Flight Standards Office, and I'm assisting with the
3 investigation for the IIC in our office who is Charles Versaw.

4 MR. WARD: And then, Mark, if you'll introduce yourself, and
5 then who you work for and what, I guess, whether you're the pilot
6 or -- just who you are and yeah.

7 MR. SCOTT: Yeah, Mark Scott, Pilot, Vertigo Air.

8 MR. WARD: Okay. All right, and just, just so you know, the
9 NTSB is an independent federal organization. We don't belong
10 under the DOT. We don't belong under FAA. We're just, like I
11 said, all we want to do is find out what the probable cause is,
12 and that's -- and try and find ways to prevent it in the future.
13 And then for this all we're doing is a fact-finding right now, try
14 and develop as much information as we can so we can kind of
15 develop a picture of what, what happened.

16 And any time that you ask a question (verbatim) if we get on
17 to another question, and you realize that you've misstated or you
18 kind of remember something different at any time you can, you can
19 pause, hey, back to the other question, and clarify or change,
20 change an answer. There's no harm or foul. Any time you want to
21 take a break, take a break. I know this can get very emotional.
22 So we're going to go at whatever pace. If you're ready, I'll
23 start asking some questions.

24 MR. SCOTT: Ready.

25 MR. WARD: All right. So how this is going to go is I'll ask

1 some questions, and then when I get to the end of my questions,
2 then I'll pass it on to Gary to ask his questions. And then at
3 the end if something comes up, we'll kind of go back and forth
4 until we kind of got both -- satisfied both of our curiosities,
5 and then, then we'll be done.

6 INTERVIEW OF MARK SCOTT

7 BY MR. WARD:

8 Q. So the first thing I want to do is I want to, I want to think
9 back three days prior to the accident. So Thursday, Friday,
10 Saturday. If you could talk me through kind of what your -- what
11 you, what you did those days; flight time, work, pleasure, whether
12 you're off. So the three days leading up to it, I guess, what,
13 what were you doing?

14 A. I can't even recall what was going on before the days of the
15 accident. Weather has been a challenge this year. So not a ton
16 of busy days flying. So, yeah, I don't recall if I was flying
17 those days or if I was surfing those days or what I was doing.

18 Q. Do you remember your, I guess, your last day off that you had
19 prior to this event?

20 A. I believe it was the day before, but I'd have to go back to
21 the -- my timesheet to verify that.

22 Q. Sleep patterns. Do you have a typical time that you're going
23 to bed at night, and then waking up in the morning?

24 A. Yeah. I usually go to bed around 10 o'clock, and my -- I
25 wake up on -- around seven, yeah.

1 Q. Do you remember what time you would have gotten up on the
2 Sunday to start your day?

3 A. No, I don't, I don't remember specifically what time I got up
4 that day.

5 Q. If you can, can you walk me through the start of that day?
6 Kind of -- maybe when you got to work, how information got
7 presented to you, what information got presented to you up until
8 the time that you had to depart. What information, what were you
9 looking at as far as your load, what, what was the day's missions
10 that day, kind of what, what the plan was that day, and what's
11 kind of as you started off?

12 A. So that day, I mean, I didn't go immediately to the office.
13 It was an afternoon flight. But they told me there were four
14 passengers, and cargo to pick up out of Old Harbor.

15 Q. Any other -- was that the only flight for that day?

16 A. I believe it was supposed to be a back-to-back. I think I
17 was supposed to return to Old Harbor following that flight to pick
18 up more.

19 Q. And what information did they provide you on the cargo or
20 what you were going to have to pick up?

21 A. They told me it was fishing gear.

22 Q. Did they happen to provide you any kind of weights?

23 A. They do provide weights. I don't remember what, what those
24 weights were off the top of my head. I didn't memorize that but,
25 yeah, they do tell us, tell us the weight of passengers and the

1 cargo that we're pulling out.

2 Q. On your departure out of Kodiak, do you know how much fuel
3 that you had planned for that day or how much, how much fuel you
4 had onboard when you left out of Kodiak?

5 A. Yeah. I had it was like 2 hours and 25 minutes. I had just
6 about -- I can't remember which per tank how the fuel was
7 displaced, but yeah it was just under 2-1/2 hours.

8 Q. Were you looking to refuel in between your, your second trip
9 or was that fuel for the, for the entire mission of the day?

10 A. I was going to do the first flight, and then reevaluate the
11 fuel. If I added any, it would have been very small, just enough
12 to get to Old Harbor so I could have another two hours for the
13 return.

14 Q. On your flight down which -- how was your flight down as far
15 as what was the weather like? Any issues with the airplane, any
16 mechanical issues, any engine, anything that seemed out of normal
17 as your flight going down to Old Harbor?

18 A. No, nothing abnormal mechanical-wise. Weather was pretty
19 good, especially once you got out of the Kodiak area, the town,
20 yeah, it was high, you know, fairly high ceilings and good
21 visibility. Wind was out of the east.

22 Q. When you arrived into Old Harbor who loaded the airplane and,
23 I guess, what, what was put where? Do you remember loading the
24 airplane, where the gear was put, and the who loaded it?

25 A. Yeah. I loaded it. So some, some of the weight goes in the

1 nose, about 100 pounds worth, and then everything else -- in the
2 aft section of the cargo portion. Yeah, anything that's heavy --
3 go towards the center as best as I can.

4 Q. So let's -- talk me through the departure out of Old Harbor.
5 Which way did you -- where you went, your flight route, any issues
6 with takeoff, how the plane performed?

7 A. Yeah. I departed to the north. It was into the wind, and it
8 was a normal take off. It wasn't longer than abnormal. Got off
9 the ground (indiscernible) I usually do, and started climbing for
10 the -- my usual route.

11 Q. What was the weather like when you departed out of Old
12 Harbor?

13 A. If I had to estimate the ceilings, probably 1500 at the
14 lowest, maybe, maybe higher. Could have been all the way up to
15 2,000. None of the mountains of the pass were obscured. I mean,
16 all the way to the peaks, all that was clear.

17 Q. And then flying up the valley, what -- can you talk me
18 through your flight route? Just kind of, I guess, anything else
19 you remember? Or just talk through when you turned into the
20 valley what -- where were you flying up the valley and, I guess,
21 how, I guess --

22 A. Yes.

23 Q. -- up to the event. So if you can just talk me through your,
24 your thought process, and where the airplane was, and how, how it
25 all kind of happened, came together.

1 A. Okay, yeah. Started off on the left side of the valley
2 because it was -- the wind was easterly that day. So that would
3 have been the upwind side. And started continuing in, climb rate
4 (indiscernible) was good. And then it -- when I hit some -- when
5 I got to the rising terrain, I started getting uncomfortable with
6 the rate of climb, and started -- I wanted to position myself for
7 an exit so that I could climb -- turn to the south, and gain
8 altitude that way. And when I got to the east side of the pass,
9 that's when I -- the performance really started decreasing a lot.
10 Started trading some altitude for air speed. And by the time I
11 went to -- the reason I went to the east side is I wanted the
12 terrain on my left side so that I could see where I was turning
13 into, and versus trying to look through a passenger. And on that
14 east side is when things started to deteriorate. Air speed was
15 falling pretty rapidly. And then I, I didn't feel comfortable
16 with the turn. The controls were feeling sluggish at that point.
17 We were going too slow, and it felt like it would have been a
18 stall for, for sure if I had tried to do a turn out of there. So
19 I had to commit to the forced landing.

20 Q. Up until the accident did you notice any mechanical issues
21 with the airplane or the engine?

22 A. No. I took off, and did my usual thing. Backed the, backed
23 the power to 25 squared. That's our max continuous. And, yeah,
24 it all, it all seemed fine at, at that point.

25 Q. So when you're going up the valley you determined that you

1 didn't have the climb rate do you -- can you estimate how, how
2 many feet above the terrain you were when you started to move to
3 the right side of the valley to execute your turn out of the
4 valley?

5 A. It's hard to say. I mean, I was 700, 600, 700 crossing the
6 shoreline, and continuing to climb. So with that estimate it had
7 to have been at least 500 above the terrain. But it was when I
8 stated moving to the east side to position myself for the 180 turn
9 that the terrain started getting closer to the plane.

10 Q. What training did Vertigo provide, and then how would you, I
11 mean, performance-wise, perform a 180-degree turn out of a valley
12 from rising terrain?

13 A. Yeah, just canyon turn. You would add flaps, add as many
14 flaps as much flaps as you can to keep that turn nice and tight.
15 But, yeah, we've, we've practice slow flight and canyon turns
16 during training, accelerated stalls all that stuff.

17 Q. What is the max power that you can put out of that engine?

18 A. Max continuous power?

19 Q. Max. Just contingency power for that engine.

20 A. So 27 rpm.

21 Q. 2700 max rpm for that engine?

22 A. Yes.

23 Q. And did you have an opportunity to add flaps for your turn?

24 A. I did. Yeah, I did add flaps before the turn.

25 Q. Do you know how much, how much flaps you got in to make the

1 turn?

2 A. It was one notch to attempt to turn, and then I do remember -
3 - after I realized I couldn't commit to the turn that I was going
4 to have to force it on I did add another notch of flaps just to
5 try to get a slower air speed.

6 Q. Before you entered did you ever increase the power, the
7 contingency power?

8 A. I don't recall if I fire-balled it before the turn or before
9 impact but, yes.

10 Q. Did the engine respond when you added power?

11 A. It's hard, hard to say. I was kind of nervous at that point.
12 I added it, but I don't, I don't -- I couldn't tell you how the --
13 engine reacted to that.

14 Q. And any, any changes in engine power noise? Anything that
15 would make you think that the engine would -- was failing on you
16 or anything before the impact?

17 A. No, no. I don't -- no, the engine seems, seems normal.

18 Q. So I mean, I hate to always ask the hard questions. So going
19 up that valley, I guess, I guess in your opinion what happened? I
20 mean what, what -- how did we get to where we're at?

21 A. I don't understand.

22 Q. So I guess I'm asking if you started the valley at 700 feet
23 before you went in there, and the pass is at 950, and you had 6
24 minutes, I mean, I guess, I'm being asked, I'm trying to piece
25 together how did you get in a spot where you were just too low to

1 make the turn out of the valley?

2 A. Probably just a misjudgment of the climb rate and the rising
3 terrain.

4 Q. In hindsight, I guess, in hindsight would you agree that the
5 turn probably should have happened sooner to get out of that?

6 A. Yeah. I would have tried a right-hand turn, a right 180
7 instead of trying to switch sides of the pass.

8 Q. Do you think the, the downdraft that you're having -- you got
9 into a downdraft condition that, I mean, the airplane, do you
10 think that in your opinion was the airplane -- was it the
11 airplane's performance that caused the lack of performance or was
12 it the weather conditions that it was in kind of caused the lack
13 of performance?

14 A. Definitely not the weather conditions. Well, if you're -- I
15 see what you're saying. I really think it was a combination of
16 both because looking back I think the right-hand turn could have
17 fared well versus the left-hand. It wasn't until I got to the
18 other side of the pass that things were suddenly looking
19 impossible. Yeah, I'd have to say it was probably a combination
20 of both but, yeah, switching sides in the pass definitely did us
21 in.

22 Q. Do you happen to remember what your climb rate was out of
23 departure?

24 A. I don't remember. I don't remember the specific climb rate.
25 Seemed normal.

1 Q. Seemed normal. Okay. What would be normal, I guess?

2 A. For loaded, anywhere between 500, 700 feet per minute.

3 Q. So in theory a six-minute flight you should be at what at
4 least 3,000 feet if everything is going your way?

5 A. Yeah.

6 Q. And just to -- so you started into the valley at 700 feet,
7 and just never really got much higher than that? Is that -- to
8 kind of maintain?

9 A. Yeah, yeah, yeah. We were climbing 'til I got to about, I
10 guess, yeah -- I switched sides in the pass.

11 Q. How do you think your weight and balance was for the
12 aircraft, how accurate? I mean, performance-wise do you -- I
13 mean, we've looked at the numbers. It doesn't look like you're
14 over gross weight, to be honest. Did the airplane seem to perform
15 as if it was at gross weight or over or in your opinion do you
16 think the aircraft was overweight?

17 A. No, not based on what the -- our math, yeah, on the ramp --
18 we're underway.

19 Q. And to be honest, I would agree with you. We looked at your
20 numbers too, and to be honest, yeah, I don't think you're
21 overweight to be honest. Just trying to piece together anything
22 else that you could provide to me that you've thought about on
23 what, what caused this, what, I mean, what -- how to prevent this
24 and what caused it?

25 A. Yeah, I mean, I would just probably as soon as you hit the

1 shoreline I would have done that right turn, and then continued to
2 climb to the south, and then, then gone back and --

3 MR. WARD: That's all the questions I have now. I'll turn it
4 over to Gary for his questions, and then I'll just, I'll, I'll
5 have, I think, one follow-up question when he's done, and that's,
6 that's it.

7 So, Gary, if you'll take over.

8 BY MR. STEARS:

9 Q. Hi, Mark.

10 A. Hi, Gary.

11 Q. I'm sorry to meet under these circumstances, but it is nice
12 to meet you. Apologize if I ask a question again that's already
13 been asked or answered. I tried keeping best notes as I could,
14 but and some of them may be just to reinforce or maybe jog your
15 memory to see if anything else comes up. So at any time during
16 the flight to Old Harbor and on takeoff to the return to Kodiak,
17 were there any indication that, indications that the engine was
18 not producing enough power, and was it performing normally?

19 A. Yeah, it was performing normally. Yeah, it was performing
20 normally. Obviously, I was really light, and going down empty.
21 So it was light on fuel and empty but, yeah, given, even given
22 that it seemed normal.

23 Q. Were the weights of the passengers and cargo calculated
24 according to Vertigo's GOM?

25 A. Yeah, yeah. We took the estimated and the (indiscernible).

1 Q. Okay. And do you know where that's located in the GOM?

2 A. Yeah, I could, I could find it.

3 Q. You could find it. So you have access to the manuals, and
4 you could find it if you had any questions?

5 A. Okay.

6 Q. How were you assigned the flight?

7 A. This was through -- I can't even remember who was working the
8 front, our front desk that day, but, yeah, they, they put out the
9 schedule the night before, and say who was going to do the flight.

10 Q. Is it safe to say that you were just basically scheduled the
11 night before, and you come in, look at a sheet, and you see that
12 you've got that flight for the day?

13 A. Right.

14 Q. And the purpose of the flight it was just to go there to pick
15 up PAX and cargo?

16 A. Yes.

17 Q. And how was the aircraft loaded? Like, where, where was
18 cargo placed, and where were people placed?

19 A. So all the cargo's spaces were utilized. The cargo door and
20 the nose and the, the aft cargo as well. As far as seating, I had
21 one passenger up front with me; two in the middle row; and one in
22 the, the aft, back seat.

23 Q. At Vertigo they have a seat configuration log. Did you check
24 that configuration log at any time to see if your seats were in
25 the right configuration according to the weight and balance?

1 A. Yeah. We check that in the (indiscernible) before every
2 flight, and, yeah, the seats haven't been moved.

3 Q. Okay. And have you -- how many times have you flown this
4 route? Have you flown it before?

5 A. Hundreds.

6 Q. Okay. Fair enough. Probably a typical route for them to
7 take. Do you know how many hours you have flown in this aircraft,
8 I believe this 32 Quebec?

9 A. 32 Quebec specifically? I don't know the exact figure, but
10 it's over 1,000 hours.

11 Q. Let's see. Mark already asked you about weather conditions.
12 Do you know what air speed you were maintaining during the initial
13 climb up the valley?

14 A. Yeah, it was, it was about 90.

15 Q. Knots?

16 A. Yes.

17 Q. How did you determine that you were not going to clear the
18 summit of that valley?

19 A. So it would have been just looking at the horizon and the
20 cowl, and if it's coming up and not going down then something's
21 amiss. Yeah, just normal way we figure out we're going to clear
22 something that's ahead of us. It's a challenging pass because as
23 soon as you take off, and you turn the cross-wind, and it's, it's
24 right there. You're pretty much in it.

25 Q. I believe Mark may have asked you this, but your altitude

1 when you initiated the turn you think you were maybe 5, 7 hundred
2 feet somewhere in there; is that what you said?

3 A. Somewhere in that ballpark, yes.

4 Q. What power setting and configuration did you set for the
5 turn?

6 A. So as I told Mark I was -- at 25 square. I don't remember at
7 which point everything was pushed forward. I can't remember if
8 that was right before I realized that I'm going to try to do this
9 turn and it's not going to work, or if it was right before we hit.
10 I don't remember which.

11 Q. And was there any reason why you didn't elect to initiate the
12 turn earlier or just that's, that's when you finally realized that
13 that was it?

14 A. I had my head set on doing a left-hand turn instead of a
15 right-hand turn just so I could have more, more visibility to my
16 left, and looking out my left window. It's right, right here.
17 And also kind of helps me feel out the, the turn of the plane as
18 I, as I'm switching sides I can kind of feel how it's feeling in
19 that turn, and the do another left turn but --

20 Q. That's more, that's more natural to you?

21 A. Yeah.

22 MR. STEARS: I think that's all I've got. Appreciate it.
23 Thank you very much.

24 BY MR. WARD:

25 Q. Follow-up questions. I should have asked this first. How

1 are you feeling? How is your ankle doing, and how, how are you
2 progressing?

3 A. I'm doing well. I was the lucky one in the whole thing
4 hindsight because I have the fewest injuries. My ankle is doing
5 well. I can probably get rid of the crutches next week. And,
6 yeah, it's, it's healing nicely. I should be walking next week.

7 Q. Oh, very cool. Do you happen to remember how many fish boxes
8 got loaded on your airplane? Just out of curiosity.

9 A. I don't remember how many fish boxes or how we divided up.
10 Yeah, I don't remember. The lodge they usually will tell our
11 front desk, like, hey, we got this weight for these planes, and
12 they usually have it already divided up for us when we get there.
13 But, yeah, I don't remember how many boxes.

14 Q. Are you seasonal? Are you seasonal in Kodiak?

15 A. Yeah, yeah.

16 Q. What months do you typically work up there in Kodiak or down
17 in Kodiak?

18 A. I usually get here in April, and then I leave early November
19 or late October depending on the workload.

20 MR. WARD: That's all the questions. I will leave you with
21 this because I think it's important to know. Both survivors that
22 I talked to credit their survival to you. I know this is a tragic
23 event, and but when I talked to both of them, they both credit you
24 with being a pillar, and also concerned with everybody, and I
25 think it was Greg that talked to me specifically, and said that it

1 was your, your leadership and taking care of people that he
2 credits why he's still here. So take that for what it's worth,
3 but they were both very appreciative of your style, and your care
4 what they were after the event. And I just say that because I
5 think it's important that you know that, I mean, you're going
6 through all kinds of other emotions, but know that the two
7 survivors credit their survivability to you.

8 MR. SCOTT: Okay. Is --

9 MR. WARD: No, no. Don't -- I mean, they're very
10 appreciative. Anything else that we should have asked you or
11 something you can think of that would help us at all before we
12 close this out?

13 MR. SCOTT: No. No, I can't think of anything else.

14 MR. WARD: Okay. Well, any time you think of something we're
15 free, call me, e-mail me, whatever. Do you know -- I know you've
16 written a statement and a 6120 the accident reporting form. Do
17 you know -- I guess this might be a question for Robert. Do you
18 know when that might be sent to us?

19 MR. RICHMOND: I don't. Probably the best person to find out
20 from is Jay Wadam (ph.).

21 MR. WARD: Okay. Jay had mentioned he was waiting on -- he's
22 I'll have my attorney review it before I send it to you, and
23 that's why -- that's only reason I --

24 MR. RICHMOND: Yeah, yeah. I don't -- this I'll have the
25 attorney review it, yeah, I, I'm not there. So I really, I mean,

1 I'd look at it, right, but, no, I don't -- I think the person to
2 call is ask Jay. If he wants me to review it, I guess I would,
3 but I don't -- I'm not there. I don't have the data that goes
4 into it, so. I think everybody should have an attorney with them
5 at all times these days, Mark. That's my view of life. Each
6 person should be accompanied no matter where they go in life with
7 an attorney right next to them.

8 So, Mark, where's your attorney, Mark Ward?

9 MR. WARD: My attorney?

10 MR. RICHMOND: You're shaking -- yeah, yeah, where's your
11 attorney?

12 MR. WARD: I told you I just try and do the best I can do,
13 and I appreciate, I appreciate --

14 MR. RICHMOND: Well, that's --

15 MR. WARD: -- you're here to help him.

16 MR. RICHMOND: That's a joke.

17 MR. WARD: Yeah.

18 MR. RICHMOND: My dad's a military test pilot. And when I
19 came back from Vietnam, and I -- he said, what are you doing? I
20 said, I'm going to go to law school. And he actually cut me out
21 of the will at that point in time. He said, you know, this is,
22 this is -- how could you possibly be a lawyer? And I said, well,
23 it's too late now. After 53 years it's too late.

24 But anyway thank you very much for the interview, and I, you
25 know, I would say this. It might be better if you -- either one

1 of you need to talk to Mark again, if you'll let me know. But,
2 obviously, as you can tell from this I'm not really -- I don't
3 have anything to add to this. More of a listener. Just in case
4 something happens in the future we don't -- I'm glad the
5 passengers are very pleased with Mark's conduct, but sometimes
6 they, they do get in the hands of lawyers, and who knows what
7 happens.

8 MR. WARD: Yeah. And (indiscernible) I can cc you or go
9 directly to you, and you can funnel to him if I have other
10 additional questions.

11 MR. RICHMOND: Well, I would say this just for now. If you
12 have additional questions, let me know. I don't need to know the
13 questions. I just need to know you that want to set something up.
14 That's really all.

15 MR. WARD: Okay.

16 MR. RICHMOND: You guys have a job to do, and that's fine.

17 MR. WARD: Yeah, I'm not, I'm not going to bug you Mark. I
18 mean, if something really important I need to reach out to you
19 again, I most definitely will. And I encourage you if there's
20 something you can think of that might help us, send it my way.
21 The smallest things are important. And, again, I appreciate your
22 time. I appreciate that you're willing to talk to us, and that we
23 can hopefully figure out -- we'll figure out what happened.

24 MR. STEARS: I echo Mark's, Mark's sentiments. Appreciate
25 your time. I know this is trying for you, and hope you get

1 through it best you can. And it's good to hear the passengers
2 were very appreciative. I just kind of heard that a little bit
3 earlier, and, yeah, I'm glad they expressed that sentiment too.

4 MR. WARD: And to end this, Mark, what questions do you have
5 of me?

6 MR. SCOTT: I don't have any questions at this point. Happy
7 to get things moving, and get things over with. Just try and move
8 forward.

9 MR. WARD: At any time in the future or as this is going on
10 feel free to call me directly if you want, and you can ask any
11 questions. If I don't know it, I'll find an answer for you.
12 So --

13 MR. STEARS: Same here. Jay has my contact information.

14 MR. WARD: All right, gentlemen, that's it. I won't take any
15 more of your time. I definitely your guys' time. Thank you so
16 much.

17 MR. RICHMOND: All right, thank you. I'll sign off Mark.

18 (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: PIPER 32-300 FATAL ACCIDENT
 NEAR OLD HARBOR, ALASKA
 ON JULY 2, 2023
 Interview of Mark Scott

ACCIDENT NO.: ANC23FA045

PLACE: via videoconference

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.



Katherine Motley
Transcriber