

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

FATAL COMMUTER PLANE CRASH NEAR *

NOME, ALASKA ON FEBRUARY 6, 2025 *

Accident No.: ANC25MA018

*

* * * * *

Interview of: CLAY AND TAMRA COX

Parents of Chad Antill

via telephone

Monday,

June 9, 2025

APPEARANCES:

SABRIAN WOODS, Human Performance Investigator
National Transportation Safety Board

ANGELO ROSA, ESQUIRE
(On behalf of Clay and Tamra Cox)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Clay and Tamra Cox:		
By Ms. Woods		6

I N T E R V I E W

(11:08 a.m.)

MS. WOODS: Okay. Good morning. My name is Dr. Sabrina Woods, and I'm a human performance investigator with the National Transportation Safety Board.

I am conducting this interview for Accident Investigation Number ANC25MA018 involving Bering Air Flight 445 that occurred on February 6th of this year. This interview started at 11:08 Eastern Daylight Savings Time on June 9th, 2025.

The NTSB is congressionally mandated with determining probable cause in transportation accident and significant incidents, and with promoting transportation safety.

We are all here today for you to share your insight and help me to get to know the pilot, Chad Antill, through you.

To capture this insight, we'll be using a digital recorder. After the interview, I will send these recordings out for transcription, and I will be able to review the transcription to correct it for any typographical errors. While I cannot change what's said, I will screen for sensitive personal information that is not pertinent to the investigation. Once we receive a certified copy back from the transcriber, it will go forward to be a matter of public record in the docket of this investigation. You may also receive a copy for, to review and make that request through counsel if you so choose.

Please answer all the questions to the best of your

1 recollection. If you don't understand a question, just say so.
2 If you don't understand, or if you don't have the answer, I'm
3 sorry, to a question, that's perfectly fine. I don't know is a
4 perfectly acceptable answer.

5 And if at any time you realize you misstated something or
6 wanted to add more clarity or just want to go back and discuss a
7 topic more, please feel free to do so. Don't feel like you have
8 to kind of stay linear in the conversation. Feel free to go back
9 and address whatever you would like.

10 You are entitled to have anyone you wish supporting you
11 through this process. I see that you have counsel on the line so
12 I want to ensure, via verbal agreement, that the counsel that is
13 on the line is the person that you would like to have as your
14 representative?

15 MR. COX: Yes, it is.

16 MS. WOODS: Thank you. And for that, Mr. Rosa, if you would
17 please, for the record, state your full name and spell your last.

18 MR. ROSA: Of course. It's Angelo Rosa. Last name's
19 spelled, R-o-s-a.

20 MS. WOODS: Thank you for that. So for everybody here, if at
21 any time you need a break, just let me know. We will go off
22 recording, and you'll hear me go off recording with an audible
23 date/timestamp, and you can discuss whatever it is you need to, or
24 go take your break or get some water, or whatever you feel. And,
25 then, once you're ready, we can resume. So don't hesitate to --

1 just let me know, and we will make that happen. So, at this time,
2 are there any questions?

3 MR. COX: No. No, thank you.

4 MS. WOODS: All right. Thank you for that.

5 MR. ROSA: None from me.

6 MS. WOODS: Thank you, Mr. Rosa. Okay. So for the Cox's, if
7 you would please, both, there's two of you. If you would
8 individually state your name and spell your last.

9 MR. COX: Clay W. Cox, C-o-x.

10 MS. COX: And I'm Tamra Cox, C-o-x.

11 MS. WOODS: Again, thank you. And, unfortunately, this is
12 something that we have to do. I am sorry that you have to be here
13 with me, but I am also very thankful. So, again, I want to --
14 extend my condolences, but we really do appreciate your help and
15 any insight you can give.

16 If you would please, whoever wants to answer, I guess you
17 guys can tag team and answer as you see fit.

18 INTERVIEW OF CLAY AND TAMRA COX

19 MS. WOODS: But if you would state the nature of your
20 relationship with Chad Antill.

21 MR. COX: I am his step-father and have been for -- how long?

22 MS. COX: Eighteen years.

23 MR. COX: About 18 years. And I'm joined by Tami, who is his
24 biological mother.

25 MS. WOODS: Okay. Thank you. So with that, just to give a

1 little bit of a background on Chad himself, what got him
2 interested in aviation?

3 MS. COX: He was, he became interested in it at a really
4 young age, and I'm not sure exactly what started it. But it was
5 something that he was always very interested in, and coupled with
6 the fact that he was very interested in living in Alaska.

7 MS. WOODS: Do you happen to know where he got his training
8 from?

9 MR. COX: He started his pilot training in Boise, Idaho.

10 MS. COX: Yeah. He did, like, he learned how to fly small
11 planes. And, then, when he moved to Alaska, he didn't start out
12 as a pilot. I think he started out more on the mechanical end
13 and, then, kind of worked his way up and extended his training
14 into the pilot part of it.

15 MS. WOODS: Okay. I'm going to break that down just a
16 little bit more. Do you happen to know about what year he started
17 his initial training to become a pilot?

18 MS. COX: Oh. I --

19 MR. COX: I think living on State Street.

20 MS. COX: Yeah. It was probably when he was about 19 or 20
21 that he started to pursue flying small planes.

22 MS. WOODS: Okay. And, then, proceeding from that, about
23 when did he move to Alaska to work for the company?

24 MS. COX: He moved to Alaska -- his wife was originally from
25 Alaska. And so, then, he moved, they moved back to Alaska and

1 part of that he, you know, he was, he found the opportunity to
2 kind of expand on his previous training, and that was through,
3 through Bering Air at that time.

4 MS. WOODS: Do you happen to know what year that was?

5 MS. COX: It was -- so his, I think, his daughter was born in
6 '18 and shortly -- she was just a few months old, I think, when
7 they moved. That was when they were living in Boise and, then,
8 they moved to Alaska. And he immediately started, well, not
9 immediately, but he wasn't there very long before he was able to
10 get on with Bering Air.

11 And, like I say, he didn't initially start as a pilot, but he
12 was interested in that. And so he was working toward that goal.
13 And, then, when a pilot spot opened up, he took it.

14 MS. WOODS: Okay. What are some other jobs that he held
15 prior to becoming a pilot for, or working for Bering Air?

16 MS. COX: He, actually, was a realtor here in Boise for a
17 while. And he, also, worked for Apple.

18 But, then, when he moved to Nome, I think he originally was
19 doing some work for the City of Nome, and I'm not sure exactly
20 what that was. I think it was, like, outdoor stuff. So he was --

21 MR. COX: Utility work.

22 MS. COX: Utility work, yes.

23 MS. WOODS: Okay. What did Chad tell you that he liked about
24 flying in general?

25 MR. COX: Oh.

1 MS. COX: To me, it seemed, like, he liked everything about
2 it. He was just, like I say, he just, when he was younger, he
3 kind of started focusing on that, and he kind of -- that was his
4 goal. Not just the flying, but the flying in Alaska.

5 MR. COX: I, also, think he liked mastering the technical
6 skills, like, he enjoyed the challenge.

7 MS. COX: Yeah.

8 MS. WOODS: Okay. Was there anything he disliked about
9 flying in general?

10 MR. COX: I don't think so.

11 MS. COX: I don't know, it's a little harder for me to answer
12 because, like, when he was here, he was flying. I was so
13 petrified of small planes that I could not really share that well
14 with him. And so he could never convince me to, like, go up in
15 the plane. But Clay did and, then -- so he might have a little
16 better insight about that.

17 MS. WOODS: What were you impressions of that experience,
18 Clay?

19 MR. COX: Well, I -- it's really interesting to actually hear
20 a pilot in communication with the tower. It wasn't like Chad was
21 narrating every single thing that he did, but all of the technical
22 aspects that he showed me were really fascinating.

23 I love to fly. I thought it was fun. And I was, you know,
24 it's -- I was just sort of impressed about seeing my son having
25 grown from, like, just a regular kid into this professional. And

1 so it was pretty cool. It was a proud moment.

2 MS. WOODS: Please tell me more about Chad as a person.

3 MR. COX: He had a really strong sense of right and wrong.
4 He was, like, a really loyal person to his chosen friends or his
5 family. Sort of always honest.

6 MS. COX: (Indiscernible) yeah.

7 MR. COX: And my guess -- yeah, very -- I think my summary
8 would be a really strong sense of right and wrong, like, he just
9 had this sense of self and sense of right and wrong that were
10 really strong and were really evident in a lot of conversations
11 that we had.

12 MS. COX: I just felt like he as -- he was the baby of the
13 family so what really impressed me was how he took his job so
14 seriously. He had very definite feelings about, this is very
15 serious business.

16 And even though he was the youngest so I was surprised at how
17 much his -- he matured with the responsibilities of being a pilot.

18 MS. WOODS: Similar to the, what he liked, what he disliked
19 about flying, what did he like about flying specifically for
20 Bering Air?

21 MR. COX: I think he liked the small team --

22 MS. COX: Comradery.

23 MR. COX: -- family, you know, kind of feeling, the comradery
24 with fellow pilots and, you know, just feeling like part of a,
25 like, a family-owned company.

1 MS. COX: Because they were all, because they flew the same
2 kind of flights, so very much the same kind of experiences. And
3 so I think he developed some pretty close friendships with the
4 other pilots. And, like I say, to him, flying in Alaska was the
5 ultimate. That's where he really wanted to be.

6 MS. WOODS: So that's a good segway into my next question
7 would be, what did he like particularly about flying in Alaska?

8 MR. COX: Hmm.

9 MS. COX: I think a part of it was just the, the landscape
10 and kind of, like, the openness of it. I just felt he kind of
11 liked it a little bit more of, I don't know, I mean, like a, more
12 like wilderness.

13 He really, he just loved Alaska in general and the landscape
14 and the openness and stuff and the different types of environments
15 and stuff like that. I think he just, even if he wasn't flying,
16 he wanted to be in Alaska. So I think just in general, Alaska was
17 important to him.

18 MS. WOODS: What did he maybe not like so much about flying
19 for Bering Air?

20 MR. COX: I do think it was kind of a challenge for him to be
21 away from his kids. So that, you know, they're -- balancing a
22 work schedule with his at-home family schedule wasn't always ideal
23 for him. He was proud to be there as far as I could-- you know, I
24 think. But certainly missed his family.

25 MS. WOODS: And for the record, where was his family?

1 MS. COX: Minnesota.

2 MS. WOODS: Thank you. Was there anything specific about the
3 company that he disliked?

4 MS. COX: I think the only thing that made him a little,
5 sometimes -- because he had these very sometimes, like, really
6 black and white, really strict, you know, things, I kind of feel
7 like sometimes he, at least was worried about, like, how much was
8 weight was on the plane and those kind of things, I think, were a
9 little -- it was really the only thing I think I heard him --
10 because I think overall, he liked working for Bering Air, he liked
11 the people there.

12 But he just sometimes was a little uncomfortable with the
13 idea that the expectation was -- and I don't think this is all the
14 time, but there were times when I think he was expected to -- he
15 was uncomfortable sometimes if he felt like there shouldn't be as
16 much weight on the plane or not as many passengers if you has as
17 much cargo, or something like that.

18 But, overall, that was really the only kind of concern I ever
19 knew about. He just always --

20 MR. COX: He was just a stickler for safety and just wanted
21 to know that all of the, everything was precise.

22 So I guess he would occasionally maybe worry about that a
23 little bit or express a little bit of, like, just -- he was more
24 likely to report any little deviation from an absolutely standard
25 flight, I guess.

1 MS. COX: Yeah. I feel like sometimes if it didn't seem like
2 it was major, like, other maybe -- and I did hear that, you know,
3 he was actually kind of teased because he was such a stickler
4 about those kind of things.

5 But other than that, I do think he, he liked being in Alaska,
6 he liked working for Bering Air. It's the only thing I really,
7 never thought that, you know, was a little -- maybe he had a
8 little difference of opinion sometimes.

9 MS. WOODS: How did you come to know about these concerns,
10 was it a conversation that you had?

11 MS. COX: Mostly in passing with Chad personally. A lot of
12 it, we heard from other pilots who kind of, kind of teased him and
13 made fun of him because he was so by the book when it came to
14 that. And I would say that's more -- I mean, like, we get, you
15 know, little snippets he'd kind of say to us.

16 But I think, like, his girlfriend, she said, you know, she
17 told us that it was a real worry to him. And, then, in talking
18 with some of the other pilots that he worked with, that was also
19 something they said, that he was such a stickler and stuff.

20 MS. WOODS: So to clarify, were you made aware of some of his
21 concerns after the accident had occurred, or did you know prior?

22 MS. COX: I would say mostly after. Looking back, you know,
23 you think of little snippets of conversation that we had that, you
24 know, maybe he kind of mentioned something. But it was never -- I
25 mean, it was always just something kind of, like, a quick little

1 comment or something. It was more after the accident and talking
2 to other, the other pilots.

3 Clay knows more about this in that way than I do because he
4 did go to Nome and talk to those pilots right after. And, then,
5 his girlfriend also had told us about that.

6 So more of it, like I say, maybe little bits in passing that
7 didn't really maybe sink in as much until later on hearing those
8 guys say it and say, you know, he was such a stickler and he did
9 not -- the overweight thing really was a big thing to him.

10 And I guess not knowing much about the industry and all that
11 kind of stuff, I guess the comments he made to me, I didn't
12 realize at the time that maybe they're significant. It was long
13 after, I feel like, that we really got a better picture of that.

14 MS. WOODS: Can you gauge about how often those snippets of
15 conversation would happen prior to the accident occurring?

16 MR. COX: I bet there was only a few times where, and it
17 wouldn't be like it was the topic of conversation or an overt part
18 of the conversation, just more that he would just kind of say
19 maybe something along the lines of, I like to be, you know, have
20 every detail sorted out, or I like to be really by the book,
21 not -- I don't really recall him saying anything besides he liked
22 to fly by the book, he liked to do everything in the sort of,
23 like, the standard way. I wouldn't say it was ever anything
24 besides him just stating his own preference for caution and going
25 by the book.

1 MS. WOODS: And, Clay, when you visited the operator, I
2 guess, what was the general sentiment of the pilots in regards to
3 the accident?

4 MR. COX: Way more just the personal loss, loss of a
5 friend/family member -- you know, like, so close that they were
6 family. How, you know, proud they were of Chad, what a big sense
7 of loss it was to the community, to the communities that they
8 served, the small Alaskan communities that they served.

9 And, yeah, I think that, you know, by and large, it was
10 mainly the sense of loss.

11 MS. WOODS: Did any of them express any concerns that they
12 had in regards specifically to what might have occurred to cause
13 the accident?

14 MR. COX: Give me a second.

15 MS. WOODS: No problem.

16 MR. COX: I recall one pilot saying we know, something along
17 the lines like, we know Chad did everything he was supposed to
18 because he always did, he would have reacted the same way any of
19 us would have reacted in that situation.

20 So I don't think that pilot was addressing specifically what
21 he thought any particular situation really was with me, just
22 saying that they knew that, they knew how Chad would do everything
23 by the book or that they would react the same way in, I don't
24 know, whatever weather situation or whatever was going on. That's
25 really one of the main comments I suppose.

1 MS. WOODS: Was there any discussion about whether or not
2 weather played a role?

3 MR. COX: I don't --

4 MS. COX: Initially, there was a lot of talk about it, but it
5 was, like, that was something that they hadn't really determined
6 at that point when we were talking to them, like -- but I know
7 they -- initially it was, like, one of the questions was, did
8 weather play a role and what role if so.

9 MR. COX: Yeah. I think when I was talking to that pilot,
10 and I'm sorry, I don't -- like, remember his name specifically
11 right now. I think he lived with Chad in his housing, in his
12 apartment.

13 MS. COX: Luke.

14 MR. COX: Luke, that's right. I think in general that's kind
15 of what, what he was sort of saying was, if it was weather, we
16 know what to do, we know Chad would know what to do, we're
17 confident in Chad. Along those lines.

18 MS. WOODS: Okay. Circling back to, I guess, the dislikes,
19 we talked about what he might have disliked about Bering Air.
20 What about flying in Alaska in general, was there anything that he
21 disliked that you were aware of?

22 MR. COX: I don't think so.

23 MS. COX: He loved it.

24 MR. COX: He had never, he didn't complain about it.

25 MS. COX: He seemed really happy.

1 MS. WOODS: Are you aware of any other unusual situations or
2 emergencies in the past that he might have had while flying?

3 MR. COX: No.

4 MS. COX: No.

5 MS. WOODS: Okay. And going back to the living arrangements
6 while on duty in Alaska, I believe you said that he had -- I
7 guess, explain that to me? I won't put words in your mouth.

8 MR. COX: I think they have, like, a, like, sort of, like,
9 pilot housing or something where two or three pilots kind of
10 bunked together in these small, in this, like, small apartment
11 building. I don't know, maybe it had four apartments or more, you
12 know, I'm not quite sure.

13 But it was, like, probably, maybe it was a three-bedroom
14 apartment that was shared with other pilots that he, he had a room
15 while he was, while he was working in Alaska in his typical kind
16 of, I don't know if it was, like, 2 weeks on and, then, 2 weeks
17 back in Minnesota, or some arrangement similar to that. So he had
18 a room basically in Nome.

19 MS. WOODS: Are you aware of what his living situation was
20 when he was off duty back in Minnesota?

21 MR. COX: Lived with Paige, right?

22 MS. COX: Yeah. For about the last year, he was living with
23 his girlfriend, who also lived in Minnesota, so that made it
24 convenient for him to see his kids.

25 MS. WOODS: When was the last time that you spoke to Chad

1 prior to the accident occurring?

2 MS. COX: The Sunday before, it was right before his
3 daughter's birthday. We had sent a present so we did a Facetime
4 with them so she could open her present in front of us and, you
5 know, stuff like that. And that was, yeah, that was the Sunday
6 right before the accident.

7 MS. WOODS: What was his, I guess, what was his general mood?

8 MS. COX: Happy, you know, kind of silly, you know. They're
9 doing a, getting ready to do some birthday celebrations for the --
10 you know, for the kids. And so he was just kind of putting
11 together that kind of thing.

12 It wasn't a long conversation. Like I say, it was mostly so
13 we could, you know, say happy birthday to Ava, and she could open
14 her presents that we sent her and stuff. And, then, they, you
15 know, had other birthday plans. So it wasn't, like, a long
16 conversation.

17 That was the most, the most recent time we've spoken to him.

18 MS. WOODS: So in that, I guess, were you able to gauge if
19 anything seemed out of the, out of the ordinary, or if anything
20 might have been, like, otherwise on his mind?

21 MS. COX: No. He seemed -- like I say, he was kind of
22 excited because, you know, it was Ava's birthday. And so I would
23 say, you know, they were kind of planning to do some stuff with
24 the kids for birthday so we -- it wasn't a long conversation.

25 I mean, Chad was not a long conversationalist anyway.

1 MR. COX: He liked being kind of silly with his kids on the
2 phone and playing with us and joking and stuff like that, and that
3 was all normal. That's what he did on that Sunday, and that's
4 what he did with --

5 MS. COX: Yeah.

6 MR. COX: -- every Facetime call we had with him and the kids
7 was, you know, them being silly and having fun on the phone and
8 stuff like that.

9 MS. WOODS: Okay. So that was your last conversation. What
10 about any sort of, I guess, messaging or texting or anything like
11 that, did that occur between that time of the last conversation
12 and the accident?

13 MS. COX: I don't, I don't think so.

14 MR. COX: I don't think so.

15 MS. COX: I think prior to that, it'd be like, hey, when's a
16 good time to Facetime the kids because he knew they would be doing
17 activities and stuff.

18 I'm trying to see if I could see the last time we -- oh, yes,
19 right before then, it was kind of, like, what does Ava want for
20 her birthday, and he was saying, she likes *Wicked* things.

21 I had asked, like, when do we get to meet Paige. He didn't
22 really respond to that. I found out later, though, that he and
23 Paige had been planning to come to Boise this summer for a visit.

24 But that was, like, the last, kind of the last text I had
25 with him. That was just prior to, like, the Facetime we had.

1 MS. WOODS: How often did you typically speak? Was there a
2 recurrent schedule, or I guess if you could quantify it in the
3 given terms of a month, how often would you say you spoke?

4 MS. COX: Not that often. Like I say, Chad was not a big
5 conversationalist. Like, sometimes you'd text him a question or
6 something, you'd get, like, a one-word answer. So probably, like,
7 once a month or so.

8 MR. COX: Probably around once a month for, like, a Facetime
9 with the kids or something like that.

10 MS. COX: Yeah. Sometimes little text or stuff in between,
11 but Chad was not fond of, like, having long texts or long
12 conversations.

13 It usually had to, it usually was something to do with, like,
14 the kid's birthday or something going on with the kids or things
15 like that or -- yeah, it was -- so probably once a month or so.

16 MS. WOODS: Okay. We're going to move a little bit into, I
17 guess, habits and if you are aware, starting with sleep. Do you
18 happen if Chad was a morning or a nighttime person?

19 MS. COX: I know Chad was, at least my recollection is, he
20 could be -- and I don't know, like, with all the different
21 schedules he might have had with his work, but typically, I feel
22 like he was pretty much kind of an early person like I am.

23 MS. WOODS: Okay. What about sleep, was he a good sleeper,
24 did he have problems sleeping?

25 MS. COX: As far as I know, he was a good sleeper.

1 MR. COX: He never said anything.

2 MS. COX: Yeah. He never said anything to us.

3 MR. COX: Yeah.

4 MS. COX: I mean, as his parents, you know, there's probably
5 things he just didn't mention to us. But as far as I know, at
6 least when he used to live at home, he always was.

7 MS. WOODS: Do you happen to know what his eating patterns
8 was like?

9 MS. COX: I don't know exactly. I guess I don't know that
10 much.

11 MR. COX: No. We weren't in his, we weren't in the kind of,
12 like, day-to-day life enough to know that.

13 MS. COX: Yeah.

14 MS. WOODS: That's fine.

15 MR. COX: Yeah.

16 MS. WOODS: Okay. No worries. And, then, I guess when he's
17 not flying and he's back at home, what does he like to do?

18 MS. COX: I know when he's with his kids, they did a lot of,
19 like, they played video games and stuff together like that.

20 When he was in Alaska, he was really into, like, spending a
21 lot of time outdoors like fishing and four wheeling and things
22 like that.

23 MS. WOODS: How about his health overall, are you aware of
24 what his health was like?

25 MS. COX: As far as I know, his health was excellent.

1 MR. COX: Yeah. In good shape.

2 MS. COX: That's, I mean, that's --

3 MR. COX: That's all we know.

4 MS. COX: Yeah, that's all we know. I don't know any
5 more specifics.

6 MS. WOODS: What about major concerns or stressors outside of
7 the workplace?

8 MS. COX: I don't really know. I mean, you know, he and his
9 ex-wife had, you know, they went through a divorce. And so it
10 took them a while to kind of get those arrangements kind of where
11 they were both okay with.

12 And the only thing that he did, you know, work in Nome and,
13 then, he would fly back to Alaska. So, you know, that probably
14 wasn't the greatest.

15 But whenever I'd talk to him, he didn't seem particularly,
16 not particularly stressed about anything, I mean, just like --

17 MR. COX: He was future focused, like --

18 MS. COX: Yeah.

19 MR. COX: -- he had plans with his girlfriend. I think they
20 were, they were definitely getting more serious all the time.
21 They were thinking about their future and purchasing a house.

22 That's how Chad was. He was future focused and --

23 MS. COX: He was also planning on doing, he had some big
24 certification that he wanted to work on for the flying stuff. He
25 had, like, the summer, I think, he had something in Kansas, like,

1 some major certification that he was -- so he's always working on
2 that. But he really was, like, Clay said he was, future focused
3 and it's not like he didn't try to dwell a lot on things. He was
4 trying to kind of move forward. And I feel like he was in a
5 pretty good place.

6 MS. WOODS: Okay. Do you happen to know, I know you talked
7 about the certification that he was working for, was there a
8 particular position or job that he was trying to get that
9 certification and working towards?

10 MR. COX: He probably told us at one point or another, like,
11 exactly what it was. But in my mind, it was just, like, a bigger
12 plane, I guess, or the next step in his professional life.

13 MS. COX: Yeah.

14 MR. COX: I (indiscernible) specifically what it was, you
15 know. Like I said, he probably told us, but it's not something
16 that we're, like, fluent enough in to really recall.

17 MS. COX: Yeah (indiscernible) we really wouldn't understand.

18 MS. WOODS: Do you at least know if it would have been with
19 Bering Air or possibly moving to another operator?

20 MS. COX: I don't know that. All I know, and the only reason
21 it really resonated with me a little bit was talking to his
22 girlfriend after the accident. She said one thing that he'd been
23 working on was he'd been saving money to get this next
24 certification.

25 MS. WOODS: Do you happen to know the kinds of tools that

1 Chad used to fly with?

2 MS. COX: I would have no idea. I don't know anything about
3 that.

4 MS. WOODS: No problem. Going back to --

5 MS. COX: Clay --

6 MS. WOODS: I'm sorry?

7 MR. COX: Oh. Tami was just doubling checking with me.

8 MS. COX: Yeah. I don't know.

9 MS. WOODS: Going back to some of the worries, the things
10 mentioned in passing, I guess, what would Chad do if he had a
11 concern, what would be his approach to getting that concern
12 resolved?

13 MS. COX: He would not be -- I mean, he would definitely take
14 it up with supervisors or something and let them know, like, hey,
15 I don't like this or I, this worries me or something like that.
16 He --

17 MR. COX: He was not shy to --

18 MS. COX: Yeah. He was very --

19 MR. COX: If he thought --

20 MS. COX: About --

21 MR. COX: -- if he thought something wasn't right or someone
22 wasn't doing their job or pulling their weight, and this is in
23 general, this isn't necessarily specific to his employment in
24 Bering Air, but he definitely, what's the saying, like, suffered
25 no fools or something like that. If somebody wasn't pulling their

1 weight or something wasn't right, he would say something.

2 MS. COX: He was very opinionated on, this isn't right. And
3 I think he at least made a point to voice his opinion on things
4 that he disagreed with or things that he had concerns about.

5 MS. WOODS: Do you know if he ever did that specifically at
6 Bering Air?

7 MS. COX: We were told, but we don't know first hand. I
8 mean, it wasn't something he'd ever said to me, like, oh, I took
9 it up.

10 But we had been told that it was something he -- and, in
11 fact, and this is just really hearsay, of course, but his
12 girlfriend was very convinced that he had missed out on a couple
13 promotions because he did voice some concerns. But that's not
14 anything that we personally know first hand.

15 MS. WOODS: Understood. Moving to the aircraft itself, we
16 talked about flying in Alaska, we talked about flying for Bering
17 Air, did you ever have conversations or do you have a general
18 understanding of how he felt about flying this particular
19 aircraft, the make and model?

20 MS. COX: I have no idea. I just --

21 MR. COX: I don't think he ever said anything one way or the
22 other.

23 MS. WOODS: Okay. Just checking. Sometimes, you know, guys
24 like to brag about the aircraft.

25 MS. COX: I mean, he -- I didn't hear him ever say anything

1 negative about it, but it wasn't, like, anything specific that he
2 said one way or another.

3 MS. WOODS: Earlier you alluded to, particularly you, Clay,
4 when you went to the operator and visited that, you know, there's
5 a general sense of family and loss.

6 But to be more specific, how did he get along with his
7 co-workers and the management there at the company?

8 MR. COX: I think, I feel like he got along well. I think he
9 had, you know, he did have kind of a, you know, that -- it went
10 with every job he went with, you know, definitely has a reputation
11 for speaking up when things aren't right, or, yeah, personnel
12 issues or whatever, like, he's not afraid to speak up.

13 But I certainly, I didn't get the perception from them that
14 there was any issues at all there. And I don't think I got the
15 perception from Chad that he had any major problems, I guess.

16 MS. WOODS: Okay. I'm just scrolling through my notes here
17 to make sure I covered everything so give me a moment.

18 MR. COX: Sure.

19 MS. WOODS: Ah. Did Chad ever mention to you -- and, again,
20 kind of going back to, I know you said there was some comments
21 about weather while you were there, but I'm trying to separate
22 that to prior to the accident, did he ever mention to you concerns
23 about the weather in Alaska or flying in that type of weather or
24 even just passing comments?

25 MS. COX: No, not that I recall. Apparently, he might not

1 have to me, anyway, because he knew how I was always very worried
2 about him flying.

3 I mean, it just, anytime I would hear of a, you know, any
4 kind of plane crash or anything like that, I would just
5 immediately, oh my gosh, you know, so I was just very nervous.
6 I'm a nervous flyer, and I was very nervous about that.

7 So I think especially talking to me, if he did have anything
8 like that, I think he would, probably downplayed it because he
9 really tried to impress to me how I shouldn't be worried.

10 MS. WOODS: What about with you, Clay?

11 MR. COX: Let's see. I got the sense that they were trained
12 for the weather conditions in Alaska, and that he knew what he was
13 doing.

14 But I don't really think I ever had any conversations where
15 Chad said, if the weather is X, we fly, and if the weather is Y,
16 we don't fly. Like, I don't think I ever had any specific
17 conversations with him about what kind of weather they flew in or
18 what kind of weather they did not fly in.

19 MS. WOODS: Do you happen to know if he's ever gotten any
20 commendations for his performance?

21 MS. COX: Not that I --

22 MR. COX: I don't think so.

23 MS. COX: -- I know.

24 MR. COX: I mean, I guess, I don't know that he did or did
25 not.

1 MS. COX: No, he, yeah, he didn't really talk a lot about
2 that.

3 MR. COX: That probably wouldn't be something he would make a
4 big deal about.

5 MS. COX: In fact, when we talked to him, he really didn't
6 talk a lot about work.

7 MR. COX: Mostly talked about his kids.

8 MS. COX: Yeah.

9 MS. WOODS: So I'll ask the converse to the question, do you
10 happen to know of any reprisals or disciplinary actions against
11 him at work?

12 MR. COX: None.

13 MS. COX: I don't. I just know his girlfriend kind of made
14 it sound like he was maybe not exactly penalized, but maybe not
15 everybody's really happy with some of the concerns he expressed,
16 maybe thought he was a little bit, like, it was unnecessary or
17 something like that.

18 MR. COX: Yeah. That's essentially what Paige reported to us
19 is that Chad did kind of worry that sometimes his vocal, his
20 reporting, might have, you know, might have cost him not to be
21 promoted or something along those lines, but never spoke to us
22 about it.

23 MS. WOODS: And to be clear, you are not, you, directly, are
24 not aware of the times that he might have reported or what he
25 reported about?

1 MS. COX: No.

2 MR. COX: No.

3 MS. COX: The only thing we ever heard was, like, after or --
4 and this was, like, right after when people were kind of, like,
5 oh, yeah, we kind of teased Chad because he's such a stickler,
6 like, if he didn't like to fly, if he thought it was, like, one
7 ounce overweight or anything like that.

8 And that was early on before there were -- we knew anything
9 about what had actually happened.

10 MS. WOODS: Okay. And let me just do one final scroll
11 through my questions.

12 I think I've covered the, some of the typical questions. I
13 did omit some that kind of have to do more with the 72 hour,
14 something we call the 72-hour history. But it sounds like, to
15 confirm, you did not have any contact with Chad in the 72 hours
16 prior to the accident, correct?

17 MR. COX: We did not.

18 MS. COX: No. Yeah --

19 MR. COX: No.

20 MS. COX: -- the Sunday before, so probably just outside of
21 that window.

22 MS. WOODS: All right. Well, then, I will omit those
23 questions.

24 And, then, okay, I typically conclude with two different
25 questions. So the first is, again, thank you for meeting with me.

1 Apologies, it took kind of awhile to get to you. But you had some
2 time to recognize that the NTSB would like to talk to you. Is
3 there anything that I didn't ask that you thought for sure I would
4 ask or that you're surprised I didn't ask?

5 MR. COX: No. Almost -- I mean, we didn't have a ton of
6 expectations, but we sort of thought it would be, like, a general
7 impression of Chad. So, essentially, the questions were what we
8 expected.

9 MS. WOODS: Okay. And, then, my last question is, I always,
10 I always ask this, again, is if you were to give me, like, your
11 elevator pitch on all things Chad, what you want us to know about
12 him as a person, what would that be?

13 MR. COX: He was a, definitely a family man. He was proud to
14 be a professional, proud to be a professional pilot. He had a
15 strong sense of right and wrong. You could count of Chad to be
16 there for you.

17 MS. COX: He, also, had a strong idea of where he was going.
18 He was one of those that was really trying to plot out his future.

19 MR. COX: And he, also, had a good sense of humor.

20 MS. COX: Yeah. Yeah, he was funny.

21 MS. WOODS: Okay. With that, that is all of the questions I
22 that have for you at this time. And, again, I appreciate your
23 time.

24 If you don't have anything else to add, let me find my
25 buttons. To confirm, nothing else to add?

1 MR. COX: Confirm, yeah.

2 MS. COX: Nothing from me.

3 MS. WOODS: All right then. Thank you. We are going to go
4 off record at 12:06 Eastern Daylight Time on June 9th, 2025.

5 (Whereupon, at 12:06 p.m., the interview was concluded.)
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

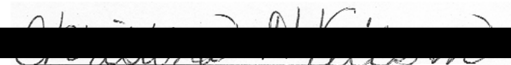
IN THE MATTER OF: FATAL COMMUTER PLANE CRASH NEAR
NOME, ALASKA ON FEBRUARY 6, 2025
Interview of Clay and Tamra Cox

ACCIDENT NO.: ANC25MA018

PLACE: via telephone

DATE: June 9, 2025

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.



Christina H. Neilson
Transcriber