



## RECORD OF CONVERSATION

**Chris Shaver**  
**Pam Sullivan**  
**Air Safety Investigators**

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**Date: July 9, 2013**  
**Person Contacted: Bob Priewe – Pilot – Rediske Air** [REDACTED]  
**NTSB Accident Number: DCA13MA121**

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### **Narrative:**

Mr. Priewe is a part time pilot for Rediske Air. He would come in and fly some trips when needed. He owned Cook Inlet Air Service for 20 years. Willie's dad worked for him years ago. Willie asked him to work for Rediske about a year ago.

Rediske Air is the best 135 operator in Alaska. They did not cut any corners and the pilots were never pushed to take a trip that they didn't feel good about taking. He stated that if there was one sure way to get fired from Rediske Air, it was to take a trip when you knew you shouldn't go.

He typically would meet Willie at the airport every morning and they would have coffee and discuss the business. It was Willie's day off, but he was at the airport. He and Willie had a discussion about the Garrett engine the procedure of flying at 96%.

He was scheduled to fly a bunch of trips on Sunday so he was in and out of the airport during the day. At some point during the day Willie stated to him that he was going to take the trip to the bear camp. He was out on a trip when Willie took off.

He has flown the Otter, but was not checked out in it to fly Part 135. He stated the plan was to get checked out in the Otter so he could start flying it, to give Willie a break.

Willie typically flew with a Garmin 396.

He has flown with Willie. Willie had excellent judgment and he didn't push his limits.