



RECORD OF CONVERSATION

**Chris Shaver
Pam Sullivan
Air Safety Investigators**

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

Narrative:

Mr. Nathan is a full time pilot for Rediske Air. This is his third summer flying for Willie. He flew the Islander and the single engine Cessna's, but not the Otter. His normal days off were Sunday and Monday, so he was not at the airport on Sunday.

He has been flying for 30 years and has flown for about a dozen 135 operators. Rediske Air was the best, cleanest operation he has seen. Willie made every effort to do things right.

If there was a squawk on one of the airplanes, it was fixed right away. Their mechanic worked in the evenings so anything that was wrong with the airplanes would be fixed at night so the airplanes were ready to go in the morning.

The company tried to have the same pilot fly the same airplane on a routine basis. This helped because it allowed the pilot to have a sense of familiarity with the airplane.

They did not keep fueling records for the airplanes. They were only required to keep weight and balance records for the Islander.

Willie was the company check airman for the Cessna's. Willie gave him 2 check rides in the Cessna's and Andy gave him his Islander check ride.

Willie never complained of any health issues and as far as he knew, Willie was healthy.

Willie flew all of the airplanes. The Otter flew little for about a year, because of the lack of demand for that type of airplane. However, Willie had been flying it more frequently.

He mentioned a concern about people carrying bear spray in the airplanes and what would happen if it was accidentally sprayed in the airplane during flight.