



RECORD OF CONVERSATION

**Chris Shaver
Pam Sullivan
Air Safety Investigators**

Date: July 9, 2013
Person Contacted: Roy Stuckey – Chief Pilot – Rediske Air [REDACTED]
NTSB Accident Number: DCA13MA121

Narrative:

Mr. Stuckey stated he is the Chief Pilot for Rediske Air. He has worked for Rediske Air since 1994 and has been the Chief Pilot for the past 8 to 9 years.

Rediske Air operates 3 Cessna 207s, 1 Cessna 206, an Islander and the Otter.

He believes they have had the Otter for about 3 years. (The maintenance records were checked and the airplane was put on Rediske's AAIP on June 17, 2011, and it had 22,611.8 hours at the time.)

He works full time for Rediske Air and has the following duties:

- Pilot
- Makes sure the pilots have their check rides and are current.
- Assures the pilots medicals were up to date.
- Teaches annual ground school for the pilots.
- Provides advice for the owner regarding the operation.

Rediske Air employs 5 pilots.

He was at the airport the McGahan Airport in Nikiski on the day of the accident.

The original plan was to take the passengers and cargo to the Bear Mountain Lodge in 2 of the Cessna 207s. Willie was at the airport and he was scheduled to fly the Otter on another trip which was cancelled at the last minute. Willie decided that he would use the Otter to take the cargo and passengers to the Bear Mountain Lodge as he could take everything in the one airplane

instead of having to use the two Cessna's. Mac McGahan brought the groceries and cargo to the airport.

The flight was booked through the lodge which was normal. The fuel and groceries were loaded on the airplane at Nikiski. Willie was then going to fly the airplane to Soldotna where he was to pick up the passengers where they have a satellite base.

They do not keep fuel records for each airplane. There is a Jet A fuel tank on the airport that is used by both Rediske Air and the Maritime helicopters at the airport. Willie fueled the Otter himself prior to the accident flight. He recalled Clarence from Maritime mentioning that he saw 55 on the fuel meter after Willie fueled the Otter. Clarence told him that he saw Willie put fuel in both the front and middle fuel tanks. The airplane was modified with the extended range fuel tanks.

He saw Willie at the airport on the morning of the accident. He seemed to be in good health and spirits. He didn't appear to be stressed. Most of the flying that Willie did was for the business. He did very little personal flying.

They don't have to record the weight and balance for their single engine airplanes. They only weigh cargo if it seems like the weight is questionable. They get the names and weights for the passengers.

They don't file company flight plans and their standard practice is to follow the airplanes using Sky Tracker. They always either tracked the airplanes or someone knew where they were going.

Each pilot has a clipboard with a sheet for each month on which they log their flight times. Willie had misplaced his clipboard recently which is why there were no flights logged after June 24th.