



RECORD OF CONVERSATION

**Chris Shaver
Pam Sullivan
Air Safety Investigators**

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

Narrative:

Mr. Satathite has been a full time pilot for Rediske Air for the past 1 ½ years. He flew part time for the company for several years prior going full time.

He took over the operational control of Rediske Air after Willie's father passed away, until such time that Willie got his certifications and was able to take control of the company.

He used to own Clearwater Air. Willie's father and sister used to work for him.

He stated that Willie ran a good company and that he paid close attention to his employees. He always knew what was going on with them.

Willie was usually at the airport between 6:30 and 7:00 in the morning and was usually there until after 5:00. Willie didn't have a set schedule. He would usually come in early in the morning to get the day going and to figure out who was taking what trips in what airplanes.

Mr. Satathite stated he did not fly the Otter. He flew it once and was in the process of getting checked out in it.

Any squawks on the airplanes were always taken care of in a timely and proper manner. Willie ran a "top notch" operation.

He was not at the airport on Sunday. He last spoke with Willie the night before the accident.

The passenger and cargo manifests were done for them and the pilot would be given a copy. The pilot's were familiar with the weights that were could be carried in the airplanes. They frequently

made the same types of trips carrying the same types of cargo. It was important that they be given passenger names particularly when they flew to Anchorage, so they could make sure they were picking up the correct passengers.

Willie seemed to be in good health and he was a good pilot. He described Willie as always smiling and pretty laid back. Willie wasn't afraid to take time off away from the business and he trusted others to keep it running.

Willie knew how to load and airplane and was able to foresee any problems ahead of time with loading the cargo. Willie handled the airplanes smoothly when flying.

He could not recall the last time the FAA was at their facility to perform a base inspection; however, Willie never took advantage of the lack of FAA oversight to cut corners.