

Operations Group Chairman Factual Report

Attachment 1 – Record of Interviews

ANC10MA068



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 12, 2010 (0900 ADT)

Person interviewed: Dr. Janice-Dani Bowman (spouse of Mr. Ron Duncan, GCI President)

Subject: ANC10MA068

Attending: Mark George (NTSB), Tom Little (NTSB), Michael Richards (NTSB), Robin Broomfield (FAA), Bill Behnke (GCI Sr. Vice President), Mark Wilhem (GCI Legal Counsel), Leonard Wallner (Alaska State Troopers)

Dr. Bowman, a physician, stated that she and her husband, Ron Duncan, departed from the Lodge (from River Bay after the "Otter" (N455A)) had taken off. She estimated that the Otter departed about 1500 and that she and her husband departed in their red and white Renegade amphibian airplane, between 1530 and 1630, to "go look for some sunshine."

Dr. Bowman said that the flight lasted for about an hour, and that unbeknown to her, they had actually been in the area of the crash site. She said that the visibility was good but they found nothing but rain and "low scud" (low clouds), which prompted them to return to the lodge. Dr. Bowman stated that after having returned to the lodge one of the GCI Senior Vice Presidents, Mr. Chapados, mentioned to her "...think we got problems," as a phone call between GCI and the HRM fishing camp revealed that the Otter had not arrived. She could not recall the time of the conversation with Mr. Chapados. She said that she then got a medical kit, sleeping bags, survival gear, a SAT phone, a radio, "...and we set out to find them." She and her husband then departed the lodge in the Renegade, but she could not remember what time this was.

Dr. Bowman reported that after taking off they flew north and east searching for the Otter. Subsequently another pilot who was involved in the search came on the air (radio transmission) stating, "I got them," but she didn't know who the other pilot was. She stated that she thought that it was less than 10 minutes from the time that she and her husband were in the air until the time the other pilot spotted the Otter, at which time they were able to get the coordinates from the pilot.

Dr. Bowman said that her husband then proceeded to the accident site and circled the area. She could see Willy Phillips outside of the airplane and waving at them, at which time she told her husband that she need to “needed to get down there.”

Dr. Bowman reported then said that her husband contacted Tom Tucker, who had responded to the accident site in an R44 helicopter with a GCI technician, and coordinated with Tucker to meet him and his wife at Aleknagik airstrip, where Dr. Bowman, the physician, would transfer from the Renegade to the helicopter and be transported by Mr. Tucker to the accident site.

Dr. Bowman said that after landing in the vicinity of the Otter, she was led down to the wreckage site by the GCI technician who had arrived at the accident site earlier, and that it was about 1,000 feet down the hill to the wreckage, and that it took between 40 to 45 minutes to reach the site.

Dr. Bowman said that after reaching the wreckage, the wreckage could only be approached from the left side. She said she assessed the injuries of the survivors, and later that a husband and wife team (EMTs) arrived at the wreckage site, but could not recall how they got there.

Dr. Bowman concluded by saying that it was a very long night and that she stayed with Willy throughout the night under the wing of the airplane in order to make room in the plane for other personnel.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: **October 21, 2010 (telephone interview)**

Person interviewed: **Andy Durett (ConocoPhillips 737-700 captain)**

Subject: **ANC10MA068**

Mr. Durett stated that he had known Terry Smith for years, and that he first met him in 1985 when ConocoPhillips was transitioning from the Boeing 727s to the Boeing 737-200 aircraft, of which Alaska Airlines had been contracted out to do training.

Mr. Durett said that he flew with Terry during the time period after his stroke 2007. He said that Terry didn't have any problems flying the airplane, but that he could detect that "he was just a little slower than usual." He referred to a time when Terry took a little longer to enter in the transponder codes numbers prior to a flight, but nothing more unusual than that. When asked if he had ever noticed Mr. Smith's eye twitching he said that he never did.

Mr. Durett said that he most recently flew with Terry down in Texas when they were flying with the new buyer of the Turbine Goose that they were selling. He said that during this 10-day time frame during the first couple of weeks of July, 2010, he characterized Terry as being "real sharp, totally normal, with an excellent recall memory." He said that during this time he flew with Terry 4 times and that when in the airplane "he always knew what to do."

Mr. Durett said that he has been a pilot with ConocoPhillips for 25 years and that after Terry came on with the company as the Manager Aviation Alaska, he never flew with him, as he was on the 737-700 airplane and Terry was on the 737-200 aircraft. He said he saw him quite a bit but never flew with him.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: October 21, 2010 1330 ADT
Person interviewed: William Behnke, GCI Senior Vice President
Subject: ANC10MA068 (GCI Lodge pilot staffing for summer 2010)
Interview by: Tom Little (NTSB)

Mr. Behnke is a Senior Vice President with GCI who oversees the company's flight operations department, which included the accident airplane, N455A that supported the Agulowak lodge.

Mr. Behnke stated that at the beginning of the 2010 season, which would have run basically from mid-May through Mid-October, James Miller had been hired to fill the company's Turbine Otter (N455A) pilot slot. However, Mr. Miller departed the company unexpectedly during the early part of July, which necessitated the hiring of additional pilot staff for the 2010 season.

Mr. Behnke related that he and the chief pilot agreed to hire three (3) contract pilots for the season and leaving the scheduling up to them. According to Mr. Behnke one of the pilots, Virgil Peachey, had flown the Otter for the lodge 4 or 5 years ago. A second pilot, Charlie Pike, was scheduled to fly for Freshwater Adventures of Dillingham. However, the airplane he was assigned to fly had been involved in a recent accident, which resulted Mr. Pike's availability for the summer. Mr. Pike signed his offer letter on July 22, 2010. The third pilot, Terry Smith (the accident pilot), was contacted by GCI with an offer to fly for the lodge for the 2010 summer. Mr. Smith agreed to the offer of employment, however, he had not signed his contract offer at the time of the accident.

Mr. Behnke also provided the information relative to the Federal Aviation Administration (FAA) medical certification required of each pilot. GCI required that each pilot must provide proof that they held a current FAA Second Class Medical Certificate prior to employment.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 11, 2010 (telephone interview – 1420 ADT)
Person interviewed: Carl L. Lang (Flight Service Station Specialist, Dillingham, Alaska)
Subject: ANC10MA068
Interviewed by: Tom Little (NTSB)

Mr. Lang reported that he came on duty at 1800, relieving FSS Specialist Steve Moore, and that between 1835-1840 he received the first call from the GCI lodge inquiring as to whether they had any knowledge of N455A being there. Mr. Lang said he did not. Mr. Lang stated that when he asked what time the airplane had departed, the caller said about 1400. Mr. Lang then asked if they wanted him to implement Search and Rescue (SAR) and the caller responded, not at this time but they would get back to him in a few minutes. Mr. Lang stated that he received a second call from the GCI lodge between 1855 and 1900, requesting that SAR for the missing airplane be started. Mr. Lang added that an Alert Notification (ALNOT) was issued at 1916.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 15, 2010 (1300 ADT)

Person interviewed: Craig Wilson (contract maintenance mechanic for GCI aircraft)

Subject: ANC10MA068

Attending: Tom Little (NTSB), Robin Broomfield (FAA), Chuck Strange (FAA), Curtis Martin (FAA), Bill Behnke (GCI), Mark Wilhelm (GCI Legal Counsel)

Mr. Wilson (aka Ditto) is a contractor to GCI and operates his business as “Ditto’s Logistics”. It is located in Hagar 4, 6500 Carl Brady Dr. Anchorage, AK 99502. He is a sole operator and sub-contracts work to people who bill independently. He has been working for GCI since they had the Cheyenne, about 2002. He also does other work, and does that mainly locally.

He started working on the accident aircraft after the turbine conversion in 2005. He doesn’t recall anything other than routine maintenance and he only worked on it here and almost always inside Hangar 4. He talks with the pilots all the time regarding any issues with the airplane. For an example, he got a start cart for the plane since the Garrett’s couldn’t charge the batteries sufficiently on the short runs to avoid hot starts.

The GCI lodge closes around October 7th each year and the plane is inactive through May. They do the annual over those months as time permits as there is no hurry. Mr. Wilson does the work (or contracts it out) and the quality control.

He met Terry Smith two years ago and they grew to become “close personal friends”. The first time he met him, Mr. Wilson arranged work on the shock struts of Mr. Smith’s Albatross. He loaned tools for this project. He doesn’t recall any contact with Mr. Smith since he was hired by GCI (July 2010). In 2009, Mr. Wilson worked on a DHC-6 which was leased to ConocoPhillips. At the time Mr. Smith was working at ConocoPhillips, but they had no direct contact.

The 406 ELT beacon was installed March 1, 2008. He didn’t know much about the TAWS system and said that Brady Mahon would need to answer that. Mr. Mahon is the subcontractor he uses for avionics. He near had any pilot complaints regarding the TAWS system.

They made all the headsets live in the back of the aircraft, they cleaned up the wiring and all 10 seats had David Clark headsets. They were voice activated and there was a pilot isolation switch.

At the last annual, the flap actuator was replaced. There was an issue with the prop governor and Honeywell went to Dillingham to do the repair. Mr. Wilson could not remember the time frame when this work was done.

GCI's attitude about repairs is that if it costs \$5000 or less, then fix it, don't even call.

The engine in on an MSP, the manufacturer's maintenance program. It flies about 300-350 hours per summer. The work is done by Executive Aircraft Aviation, Mark Smith.

On June 23, 2010, there was a structural inspection done by Dave Matthews of Northern Aviation who noted something that Mr. Wilson had considered within limits, but in the spirit of GCI, they fixed it.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 14, 2010 (telephone interview)
Person interviewed: Fredrick "Bud" Hodson
Subject: ANC10MA068
Interviewed by: Robin Broomfield (FAA)

Mr. Hodsen owns Tikchik Narrows Lodge, several lakes north of the GCI lodge's lake. On the day of the Otter accident, Mr. Hodsen flew from his lodge to Dillingham at about 1330. His route took him along the east edge of lower Lake Nerka and over "the hump" into Dillingham, and landed at Shannon's Pond which is about 4 miles west of DLG. He knows that he needs at least a 500 foot ceiling to get over the hump. He left Dillingham at about 1415. It was a bit windy in Dillingham, less windy in Nerka and he estimates that he had a 600 foot ceiling with 5-7 miles of visibility. He was back at his lodge at about 1500, having a headwind on the way north.

He recalls that it was not raining at Shannon's Pond as he did not have a raincoat on. This summer has had bad weather with lots of foggy squalls that you can sometimes go around, but sometimes not. He states that he would have not flown through the saddle where the accident occurred.

FOLLOW-UP CONVERSATION

October 15, 2010 (conducted by Tom Little)

In a follow-up telephone conversation with Mr. Hudson on October 15, 2010 with the Operations Group Chairman, Mr. Hudson stated that he had known Terry for more than 20 years and that Terry had never flown for him on his FAR Part 135 certificate. He did related that about 20 years ago while he was operating in accordance with FAR Part 91 regulations he did have Terry help him out with some flying in Terry's float-equipped Cessna 185 airplane. Mr. Hudson also related that maybe a couple of years ago Mr. Smith was there at the Tikchik Narrows Lodge in his Albatross and took a couple of his guests on a ride. He further stated that as far as he knows Terry never did fly for anyone in the area under Part 135.

Mr. Hudson also reported that he saw Terry and his wife last fall (fall 2009) at the SEA-TAC airport, and that Terry didn't recognize him. He said that Terry's wife said, "Don't you remember him. It's Bud." He also commented that "Terry just didn't look all there."

Mr. Hudson concluded the interview by noting that word in the Dillingham aviation community was that since Terry had experienced the stroke, that he just didn't seem the same. He again used the verbiage, "Terry just didn't seem all there."



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 14, 2010 (1100 ADT)

Person interviewed: Gregory Chapados (Sr. Vice President, GCI)

Subject: ANC10MA068

Attending: Tom Little (NTSB), Robin Broomfield (NTSB), Leonard Wallner (Alaska State Troopers), Mark Wilhelm (GCI Legal Counsel)

Mr. Chapados flew on a Conquest from Anchorage to Dillingham on Saturday, August 7, 2010, arriving late that morning. Terry Smith picked up his group there and took them to the lodge. They had lunch, got gear and licenses and then flew to HRM camp. Mr. Smith then flew to Dillingham to pick up the second group of their party. He took that group to the lodge and then returned to HRM to pick up the first group. They returned to the GCI lodge at about 1700.

Mr. Chapados (Greg) almost always sits in the back right seat on the Otter where there is more room for his long legs. He has been in the Otter many times as he is at the lodge two to three times a summer. He doesn't pay much attention to the route of flight and typically sleeps.

On Sunday morning August 8th, Dana Tindall, another GCI Senior VP, hosted a group to HRM camp in the late morning. There were only two boats available at HRM, so Greg stayed behind in order to not crowd the boats. Dana and Greg were co-hosts for the Stevens party on this trip to the lodge. The group returned relatively late that evening. They stopped in Dillingham to drop off Virgil Peachey. Mr. Peachey, who is also a relief pilot at the lodge, was a guest at this time and there as Dana Tindall's husband. Virgil could not get a flight out, so the whole group returned to the lodge for dinner. Mr. Chapados doesn't recall that dinner was delayed from the normal 1900 time. As far as he knows, this was the last trip for the Otter that day.

On Monday, August 9th, breakfast was served at 0800, although Greg did not go. He stayed in his cabin that morning. Dana Tindall came to tell him that Terry Smith had said the weather was low ceilings and turbulent and not conducive to a nice flight. He did not know why Terry had gone to Dillingham that morning and assumes it was camp business. The GCI people usually consulted with the pilot, often over breakfast, to decide on a departure time. Greg did see Terry until lunch, although they were not at the same table. They did talk about flying after they were

done eating. Terry said the weather had lifted and he was comfortable taking a group to the Nushagak (HRM camp) if they wanted to go. Greg canvassed the group to see who was interested in the trip. Greg opted to stay at the lodge as his preference is not to have more than four people in a boat.

Lunch at the lodge was at 1300 and leisurely. He did not observe any of Terry's activities after lunch when Greg rounded up and organized folks, making sure they had fishing licenses and gear. The fishing was good and he expected the group to limit out fast. He thinks Dana would have Terry Smith wait at the river. He estimates that it took at least 20-30 minutes to get the group to the dock. There was no big rush to get going as the group had already been there twice and had limited out each time so this was a bonus trip.

All of the occupants wore life preservers on the plane. Greg left the dock as Terry fired the engine and he went back to the cabin to do emails. He was working on a long email to the board and noticed that the time was getting late. He checked the cabins to see if anyone was back and went to the dining hall. He did look at the clock there and it was 1813. He saw Chas Baki, the cook, and they discussed dinner. Chas said that it was scheduled for 19 and asked if that was still a good time. Greg told Chas to talk to Dave Roseman, the camp manager, and have him contact HRM camp. Greg went back to his cabin and called Bill Behnke in Anchorage at 1817. That call was to inquire about how Bill's father was doing. While on the phone, Greg saw Dave Roseman and Mary Nicklaus, a camp employee in charge of housekeeping, coming to his cabin. Dave said "Greg, we have a problem." Greg got off the phone and Dave said that HRM had said the Otter had never arrived. David started making calls to other possible locations while Greg called Bill back to let him know of the concerns.

Ron Duncan was outside working on his aircraft and Greg informed him of the issue. Dave continued to make calls including another to HRM in case anyone else there had any information. He consulted further with Ron and Dave and they activated Search and Rescue. Ron decided to go up in his plane, a Renegade, with his wife, Dr. Dani Bowman. Greg thinks that's about when Dillingham Flight Service (DLG FSS) was noticed. They started gathering supplies (blankets, water, and clothing) and launched the Renegade at about 1900. Greg also started organizing within the company and set up a rolling conference call. He then gathered phones from the other cabins and brought them to the Bergt cabin (one of the cabins on the property) where they set up a command center. Greg and Jim May (another lodge guest) were going to handle outreach to the families and the company. The group started putting supplies together in a boat in case they needed to bring them somewhere on Nerka Lake along the path of flight, but this wasn't needed. Greg doesn't think that Ron and Dani were up long before he heard that the crash site had been found at 2005.

Greg began putting together a list of family contacts, some of which he got off cell phones left behind (only GCI phones work in the area, and not everywhere). Greg called Catherine Stevens first because he didn't want her to learn about it from the media and because they were close personal friends. On his second call to her he knew that there were survivors and help was on the way. By the time it was after midnight in Alaska, Greg and Jim were deciding how to work with the families on the East coast and they set up a phone number just for them.

Greg had flown with Terry Smith before. In 2004, while Greg was a consultant for GCI, he had a trip to the Agulowak Lodge in Terry's Albatross. Senator Stevens was also on that trip and they fished on the way. Sen. Stevens sat up front. There were at least three legs flown.

Greg doesn't think that anyone pushed Terry to fly and also believes that he was the only one to talk to Terry about the flight conditions. He knows that Dana Tindall was very sensitive to safety.

The weather on the morning of the accident was mucky and rainy. By the afternoon he could see all the way down the River Bay and there was a clearly defined cloud line at the end of the bay where it clipped the peaks. Perhaps the top 20% of the hills were in the clouds.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 13, 2010 (1300 ADT)

Person interviewed: Hon Kinzie (GCI Chief Pilot and GCI Astra Program Manager)

Subject: ANC10MA068

Attending: Tom Little (NTSB), Robin Broomfield (FAA), Bill Behnke (GCI Sr. Vice President), Mark Wilhelm (GCI Legal Counsel)

Mr. Kinzie hires the pilots for GCI's operation. The Otter flies from June 1 through October 15 or so each year. It is based at the Agulowak Lodge during this time and is parked in Anchorage the rest of the year. Mr. Kinzie handles support from Anchorage and talks to the pilots every day or so. There are no winter operations. The pilots start in May to get the plane and their skills up to speed. Hon went to Dillingham often, perhaps 15-20 times this year.

The Otter is flown about 0-3 hours per day and maintenance is done in Anchorage every 100 hours or less. Otherwise the plane stays in Dillingham and is used to pick up guests there and to transport them around the area during their stay. Fuel is available in Dillingham, King Salmon and at the lodge where it is in an above ground 2000 gallon tank.

There is usually one main pilot and a couple of relief pilots. They are very selective. They prefer that the pilot stay at the lodge, but will keep the pilot and plane on the ramp in Dillingham until there is no risk of ice damage at the lake. Jim Miller was the last seasonal employee, but left with no notice. While the operation could be covered with local operations (Fresh Water Adventures and others), they preferred to have their own pilots and plane. After Mr. Miller's departure, Mr. Kinzie arranged to have the rest of the season covered by Charlie Pike, Virgil Peachey, Terry Smith and himself.

Terry Smith had a degree in aeronautical engineering from Northrup and had an encyclopedic knowledge of Alaska. He was very calm, collected and didn't assume anything. He stayed to the basics of procedures and safety. Mr. Kinzie stated that he was "inadequate in honoring the person and the presence he was". He knew that Mr. Smith had worked for the Office of Aircraft Services (now Aviation Management Directorate) in the Dillingham area many years ago, and had worked for Tikchik Narrows Lodge and Shannon's, 135 operators in the Dillingham area.

He continued to fly in the area in his own aircraft. He also had time with Paul Claus of Ultima Thule lodge when Paul acquired a Garrett turbine Otter. Mr. Smith was Mr. Garrett engine.

Mr. Smith was very busy last year so GCI couldn't use him. They had been trying to get him to fly for them for many years in more than a relief capacity. CGI has spoken with Mr. Smith in May, June and July of this year, and when they really needed him, it came together. Their insurance requires a lot of Alaska time, amphibian time, Garrett engine time and such. It was very easy to get Mr. Smith accepted on their insurance. On the application, Mr. Smith reported the following times:

DHC-3	35
Single engine Amphib	2378
DHC-2	1215
Multi engine Amphib	6290
Instrument ME Amphib	975

Mr. Smith wanted to watch operations for a week to see the program so he flew with Virgil Peachey of whom he thought highly. They flew on the following occasions:

- July 26 Terry logged 6 landings, Virgil 4
- July 27 no flying due to weather
- July 28 Terry did 6 landings, Virgil 3 (Terry was on the insurance for sure by this date)

On August 4th, Mr. Smith flew with Mr. Kinzie. Mr. Smith arrived in Dillingham and they flew the group to the lodge. Then the two of them flew around the area.

It was important to Hon that they discuss the philosophy of what they do in the company and at the lodge. Hon related a story of a trip in 2005 in Terry's Albatross. Hon, Terry and Senator Stevens spent about 5 hours on Ugashik Beach discussing aviation issues including safety, attitudes and weather and also shared stories of aviation adventures.

On August 4, 2010, at about 1500 or 1600, the Hon and Terry flew together. They talked a lot at the lodge first and then from to Dillingham. On the way they did some step turns and landings so the flight took about 30 minutes. Hon made sure Terry had a Dillingham airport badge, that he'd met the Flight Service Specialists, discussed phones, mail and general procedures and also spoke with Bo Darden, another local operator who flies an Otter on wheels. By this time, Terry had also been to and from HRM camp several times. At that time, Hon returned to Anchorage.

Mr. Smith was going to stay at the GCI lodge until August 11th when he would be relieved by Charlie Pike. Hon knows that if Terry had any questions about anything that he would have called him. He only talked once with Terry after returning to Anchorage when Terry said that "everything's excellent, doing fine".

The SkyConnect system was installed by Scott Brenner in Kenai. GCI discontinued their Sky Connect subscription prior to this summer. It ran off the aircraft battery and pinged the aircraft location every 1-5 minutes. The problem was that the system would show the Otter 25 to 10

miles away from its final shut-down location. They could keep the battery on until the system caught up with its location, but then the battery would lose power. The Garrett needs all the battery it can get to avoid hot starts. They had discussed adding a SPOT system, but decided that they had cell and satellite phones, which seemed sufficient.

They have the internet and telephones at the lodge and can call other lodges to determine local weather. Terry also had lots of previous experience to interpret the weather in the area which is constantly changing. There are also FAA weather cams at several locations which can be viewed on the Web.

The mission is only to come home. If the pilot were to go elsewhere, the he could call the lodge to report in. There is a remote communications outlet (RCO) north of the area at Kemuk Mountain, but it has been out of service all summer.

They would usually call the HRM camp the night before an intended trip to check availability. Hon thinks that if the weather had been nice, then HRM might have been more alarmed, but with the crummy weather they may have made assumptions about the plane's coming.

Hon does not micromanage flight operations from 300 miles away in Anchorage. The pilots get paid by the day, not the flight hour which removes one incentive to fly regardless of the conditions. If there's anything questionable, the pilot can call him for help. He can just stop. Anyone in the organization can comment on the safety of the Otter, and any of the folks in Dillingham know that if they have any questions or concerns about the Otter's operation that they can call Hon.

Mr. Kinzie expressed astonishment at the location of the crash. This was not the normal route; "...they usually go through the wider pass." He could not fathom what Mr. Smith was doing where the crash was located.

Everyone on the plane had headsets.

Mr. Smith did not lose his New Zealand medical at the time he lost his US medical.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: October 14, 2010 (1430 PDT)
Person interviewed: Jerry Ball (Director of Operations, Freshwater Adventures, Dillingham, Alaska)
Subject: ANC10MA068
Attending: Thomas Little (NTSB), Robin Broomfield (FAA)

Mr. Ball, owner of a charter service, Freshwater Adventures, stated that he was born in Anchorage but lives in Dillingham where the flight operation is based. Mr. Ball said that his father knew Mr. Smith's father, and that he and Terry Smith had known each other for years. He said they both owned Albatross and Goose airplanes, and would meet at conferences. He added that Mr. Smith had talked about bringing his Albatross out to the area where Mr. Ball operated, to which Mr. Ball told Mr. Smith that he could park it the

Mr. Ball revealed that Mr. Smith was a very upbeat, positive, and was a "can-do" person. Mr. Ball had only positive things to say about Mr. Smith and his piloting skills, and that he was totally safety conscious and taught FAA Gold Medallion safety seminars.

Mr. Ball reported that his last contact with Mr. Smith was about one and one-half weeks before the accident, when Mr. Smith, accompanied by Virgil Peachy, made a visit to his business. Terry was coming down to the area to fill in at GCI and Virgil was training him in the Otter. They received a call after about 10-minutes and departed immediately without explanation. Later, Mr. Ball learned that Terry had gotten news about the C-17 accident involving his son-in-law.

As a local pilot familiar with Terry and his flying skills, Mr. Ball stated that he believed the accident must have been caused by a physical impairment. Mr. Ball reported that at the time of the accident, around 1400, he was flying locally. His brother also made a trip up at that time. It was low, sloppy weather conditions. Mr. Ball added that Mr. Smith would not have intentionally flown to the location of the accident under these weather conditions. He said Mr. Smith knew the area very well and had flown in the area before. The saddle area had advantages on a nice day since it was the backside of the hills. When weather was low however, you would not fly there. Under such conditions, Mr. Ball would fly a route over water for the sake of the passengers, which was more scenic and only took a few minutes longer.

When asked how he thought Mr. Smith got to the accident site, Mr. Ball said he thought it was totally perplexing. He stated that if Mr. Smith had been doing fine, with no physical impairment, he might have lost sight of the ground and entered a fog bank unintentionally, but would then maneuver out on instruments. He “absolutely, absolutely” knew that there was terrain to his left in the accident area. Further, every GPS had alerts. If he started climbing and was unaware of the impending terrain, he could maneuver out. Mr. Ball add that nothing about this accident made sense. With celebrities, you give them the safest and nicest flight possible. You know where you are at all times. Absolutely, Mr. Smith would have planned an escape route and known which way to turn. Mr. Ball concluded by stating, “You do not go blasting anywhere in this area without knowing the terrain.”



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 15, 2010 (1515 ADT)
Person interviewed: Jim May (GCI Lodge guest at time of accident)
Subject: ANC10MA068
Attending: Tom Little (NTSB), Dr. Malcolm Brenner (NTSB), Mark Brooks (NTSB)

Mr. May was a close friend of both Ted Stevens and Bill Phillips. He knew most of the people on the accident trip. Bill invited him about one month earlier to visit the lodge and his schedule allowed him to do this.

He arrived at Anchorage on Friday August 6 and joined the group for dinner. On Saturday morning, August 7, they flew down to Dillingham together on a turboprop airplane. They were met at Dillingham by Terry Smith ("Terry") who flew them to the lodge in the Otter airplane. Terry was finishing the fueling of the airplane when they arrived and they all flew to the lodge. After lunch, they flew with Terry to the fish camp where Mr. May caught his limit of silvers. On the return flight, Mr. May sat in the right cockpit seat next to Terry and chatted with him about mutual interests in the aviation business.

On Sunday August 8, Mr. May spent the whole day fishing locally with Jim Moriceaf and did not go to the fishing camp.

On Monday August 9, they were unable to fly to the fish camp in the morning so Mr. May went fly fishing alone, accompanied by the guide John from the lodge. The outing was OK but not great. Lunch began about 1:00 pm, and after lunch he learned that there would be a flight to the fishing camp. He declined to go since he wanted to continue fly fishing on the river. They were putting waders on the airplane as he departed in his boat with a guide for fly fishing. He returned about 5:30 pm to 6:00 pm. The others had not returned and Mary, from the Lodge, said they may have an airplane missing. He went inside with Mary and Dave, and assisted the people from the Lodge for the next 12 to 15 hours while they organized a search and contacted next-of-kin. They learned that the airplane was located at 1,000 feet and that someone saw a hand wave from a survivor.

Mr. May did not know Terry prior to this trip. He first encountered Terry at Dillingham. Terry was fueling the airplane. Later, Terry introduced himself but Mr. May had limited interaction with Terry on this flight. Terry seemed cordial, friendly, and gave a straight introduction. There was nothing unusual about it. Mr. May sat on the port side behind the pilot during the flight wearing his earphones. He listened to the pilot talk with Dillingham. Then Terry talked with the passenger in the right seat. The passenger was not a pilot, and it was just friendly, get acquainted conversation. Terry's flying was fine. It was a relatively smooth flight. There was a little traffic. They took off on a special VFR, at a lower altitude, and Mr. May watched the terrain. It was his first trip in this area. The weather was probably 800-1,000 feet ceiling with a couple miles visibility. It was flyable. They never went into instrument conditions. Mr. May believed that Terry employed the GPS display. Mr. May watched it to see where they went. Mr. May did not know for certain what route they flew. They did a right hand turn. They probably started flying up the Wood River and went over the lake. They definitely flew over water for part of the trip.

At the lodge, Terry was present for lunch but sat at a different table with mostly staff people. Terry wandered in and out of the computer room with weather information. He looked perfectly normal medically. Mr. May said that Terry appeared as alert as anyone there but that he had limited interaction with him.

After lunch, Mr. May was a passenger on the flight to the fish camp. The flight was uneventful. The weather was decent. There was no blue sky or sunshine. They flew over and worked up and down the river until Terry made the approach. Mr. May sat directly behind the pilot. The pilot had his displays illuminated and Mr. May, who was interested, could see it. There was a HUD eye level on top of each GPS. Weather was the same as the previous flight they flew pretty close to the deck, not much above 1,000 feet but below the clouds and fog. They navigated to the Nushagak.. Mr. May thought that the route might have been similar to that of the accident flight. The TAWS was not engaged to his awareness.

One of the children was seated in the right cockpit seat. There was not a lot of conversation with the pilot. The pilot talked to Dillingham FSS and to the Fish Camp.

His flying was perfectly steady and smooth. His mood was very businesslike, perfunctory rather than a hail fellow well met type mood. Mr. May believed that the pilot gave a safety briefing covering basics about seat belts and emergency equipment. The pilot had also given a safety briefing on the earlier flight. The landing was very smooth, so you could barely tell when the airplane touched down. Terry was still in the cockpit when Mr. May got off.

Terry did not stay at the fish camp, but took off again and returned later for the return flight.

On the return flight, Mr. May deliberately sat in the right cockpit seat next to the pilot. It was a smooth departure. The ceiling was higher so they flew at a much higher altitude with a more direct routing that took less time. Mr. May chatted with Terry about the airline business. Like many good ALPA pilots, Terry did not often like management but he liked the president of Alaska Airlines ("Brad"). They chatted about whether the new 15-hour rule contained in the FAA reauthorization would help or hamper hiring. Terry also talked on the radio, just reporting

in to Dillingham. The GPS displays were illuminated. His flying was perfectly smooth and in control. His mood was straightforward. Terry was not a hail fellow well met. Maybe he was funny with his personal friends. With Mr. May, whom he had just met, he engaged in pleasant businesslike conversation.

Terry wore glasses. He definitely seemed alert, constantly checking instruments and adjusting the throttle. He did not have any paperwork out that Mr. May noticed. The landing was very smooth. In the three flights with Terry, all landings were smooth and uneventful. One landing was just perfect.

Mr. May saw Terry that evening, just mixing and mingling with crew at the lodge. He spent more time with the staff than guests, but did know some of the guests. Mr. May did not have significant interaction with Terry and could not judge his mood.

On Sunday August 8, Terry may have been present for lunch but was definitely present for dinner. Like the day before, Terry spent most of his time with staff.

On Monday August 9, Mr. May had no contact with Terry in the morning. Lunch began at 1:00, and Mr. May learned around about 1:30 to 2:00 that there would be a flight to the fish camp. The weather was overcast, with sprinkles but not heavy rain. You could see the far end of the lake.

Mr. May departed in a boat a few minutes later, maybe just before 2:00. There were people milling around getting ready to board the airplane. Subsequently, perhaps between 2:15 to 2:30, he heard the airplane depart. His boat was just drifting. The airplane definitely flew over the lake as it did not pass over him.

Mr. May saw Terry on Monday. Terry had conversations with others that the weather was good enough to fly. Terry looked fine. His mood was perfectly fine. Mr. May did not know whether Terry ate lunch.

Mr. May is not a pilot but is a frequent airline passenger.

On the third flight, when Mr. May sat in the right cockpit seat, Terry had the electronic display illuminated on his side but the right side display was not turned on. Mr. May looked at the display. He believed that Terry had different display options including one with a terrain option.

On the second flight, Mr. May sat directly behind the pilot, on the left side. Mr. May cleared his window and looked out. He recalled seeing the saddle that he believes was near to the accident site. They took a circuitous route, closer to the ground and taking longer than the return flight (the third flight). They probably did not fly through the saddle on this flight. However, Mr. May believed that they did fly through the saddle at a higher altitude on the return flight (the third flight). The return flight was more direct. They were well above the terrain and there was no close encounter.

Mr. May did not recall Terry interacting with Ted Stevens.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 16, 2010
Person interviewed: John Bouker
Subject: ANC10MA068
Interview by: Robin Broomfield (FAA inspector)

At 1930, while en route to Manokotak in a Cessna 207, Dillingham Flight Service (DLG FSS) contacted Mr. Bouker on 122.3 to ask if he had seen 55A, the accident aircraft. Mr. Bouker stated that he hadn't seen it since the morning. He said that he was landing in Manokotak but would call when he was back up. He had one full tank of fuel on board. When he was airborne, Mr. Bouker called DLG FSS who relayed that the aircraft was missing. FSS was on the phone with the GCI lodge at the same time and relayed the information about the Otter's route of flight.

Mr. Bouker headed to Aleknagik to begin backtracking the route at about 1940. The weather was still bad in the mountains. Mr. Bouker alerted Newt Ball who was also in the area in a Cessna 207. Mr. Ball flew down Nerka Lake, the Mucklung River and to the HRM camp. He then headed back to the Mucklung Hills. By this time, Mr. Bouker was approaching the search area and knew that Eric Shade was in the area, also in a Cessna 207. John said he'd take the west side and Eric the east side of the Mucklung Hills. At about this time, Ron Duncan came up on frequency and John explained where they had already searched as Ron was questioning why the searchers were looking at the Mucklung Hills. Shortly thereafter, the fog lifted and John "slid up a crack and there it was." He relayed the coordinates to Ron Duncan and DLG FSS. He circled the site until Tom Tucker in his R-44 helicopter arrived.

At this point there were three C-207's, a Renegade and a helicopter in the area so Mr. Bouker returned to Dillingham. He stated that he found the site at 2005 and estimates that he was on site for 10 minutes. It's seven minutes back to Dillingham from there.

When on the ground he was asked to get on a bridge call with GCI and suggested they call the Coast Guard immediately.

Mr. Bouker knew Terry Smith from his days working for Era Helicopters on the North Slope, but rarely heard him in the Dillingham area.

Mr. Bouker was flying earlier in the day, but always to the south and southwest. He was in Ekuk at about 1430. He stated the weather was about 700-800 feet, 1000 feet obscured and foggy around the mountains with no big wind.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 16, 2010
Person interviewed: Kevin O'Keefe
Subject: ANC10MA068
Interviewed by: NTSB Survival Factors Group

Mr. O'Keefe is not a pilot himself, but he is interested in aviation.

During the accident flight, the pilot had the displays illuminated on both sides. Mr. O'Keefe asked where the altimeter was located and the pilot pointed to it. The pilot was wearing glasses. He always did. His mood was fine and he seemed friendly as always. He seemed alert.

Asked about his conversations with the pilot on the accident flight, Mr. O'Keefe stated that there was just a little bit of small talk. He recalled that the pilot stated that they were taking off in a different direction than usual because of weather. Mr. O'Keefe was wearing his headset and recalled the pilot making a transmission over the radio with the airplane call sign saying that they were taking off. Someone might have responded but there was not much talk on the radio. Later, the pilot pointed out one of the mountain ranges for sightseeing purposes. Mr. O'Keefe fell asleep after about 10 minutes, pretty shortly after they began flying over land. Later, Mr. O'Keefe may have heard some beeping noise although he was not sure of this.

Mr. O'Keefe did not know what the other passengers were doing during the accident flight. He did not look back. Usually they were looking out the window or sleeping.

The pilot was not reading or writing during the accident flight. Mr. O'Keefe did not see any paperwork in the cockpit.

The pilot sometimes met with the guests for dining. The pilot sat next to Mr. O'Keefe once, perhaps for Sunday dinner. Mr. O'Keefe did not know how well the pilot ate.

Mr. O'Keefe first flew with the pilot on Saturday August 7 on the flight from Dillingham (where Mr. O'Keefe arrived with his family in a private airplane from Anchorage) to the lodge. Mr.

O'Keefe sat in the right seat of the cockpit. It was a little turbulent on this flight and all remaining flights in this airplane. He did not really talk with the pilot and did not recall the route. This was his first trip in the Otter.

On Saturday afternoon, Mr. O'Keefe was a passenger in the airplane on a trip to the fish camp and a return trip. He sat in the back of the airplane for both trips, perhaps in the second or third seat back on the left side. He did not talk at all with the pilot and did not pay attention to the route.



RECORD OF INTERVIEW

Date: August 25, 2010 (1430 EDT)
Person interviewed: Mark Phillips (telephone interview)
Subject: ANC10MA068
Attending: Dr. Malcolm Brenner (NTSB), Tom Little (NTSB)

Mr. Phillips was a professional pilot with about 17,000 flight hours. He flew corporate aviation and was flying regular trips between Anchorage and Dillingham at the time of the accident. He completed his commercial license in 1969 and had been flying since then.

He had known the accident pilot (“Terry”) well since 1971. They both grew up in Anchorage, and first met when they were pilots for a summer season at Munts Northern Airlines. They also worked together as pilots at ERA and flew together often on personal flights. Mr. Phillips flew the Smith’s Albatross with both Terry and his wife. They used to own a condo together, and both he and Terry and their families had remained close over the years.

Mr. Phillips last saw Terry on Saturday August 7. Mr. Phillips had flown the lodge guests in a Conquest airplane to Dillingham Airport and, after off-loading, began cranking up the left engine for the return to Anchorage when the airplane began to shake. Terry, who was at the airport to pick up the guests, was standing at the wing shaking it and waved at him. Terry looked great. Terry was happy to be flying a regular flying job through the lodge and was happy despite all the setbacks he had suffered that summer. His son-in-law, Aaron Malone, had died in a C-17 accident shortly before and it had put a dark hole in the summer. But Terry just looked happy, with the big toothy grin and he was shaking the wing as a friendly gesture. They did not have much opportunity to talk at that time and did not discuss the GCI job. They did comment on Sen. Stevens who, despite his age, insisted on helping to carry luggage between the two airplanes and seemed very strong for his age. But Terry seemed to be happy with how things were going. He seemed very alert during this last meeting. Mr. Phillips could tell this by how Terry was moving about, his normal deliberate self. He was not in a daze or moving slow.

Terry had been stoic about Aaron’s death. He had been training with Virgil when he learned about the accident and, shortly afterwards, Mr. Phillips brought Terry back to Anchorage in the Conquest. During the flight, they talked about tragedy. Terry had lost his oldest daughter 19 years earlier to a freak horse accident. Melanie, Aaron’s wife, was his second oldest daughter

and she and Aaron had three children, aged 11, 8, and 3 years old. Terry talked about wanting to get back so he could help Melanie break the news to the children about their father.

Terry was hired by Conoco Phillips to straighten out a bad situation with their operations, which had almost caused them to shut down, and Terry reworked the operation and expanded it with two new B-737-700 airplanes. The company needed a place to shelter the aircraft out of weather and Terry authorized the construction of two large shelters. Terry may not have followed proper approval channels, did not fit well into the corporate mentality, did not need the job, and decided to leave the job soon afterwards. Terry seemed happy to have left the job. He was a good manager, but what he really liked to do was fly.

Terry suffered an aneurism 4-5 years ago and it hit him pretty hard. Mr. Phillips saw a marked change in Terry's behavior at that time. During the first year after the aneurism, it seemed like Terry had difficulties with his awareness of the passing of time. Sometimes it took him longer to process things. For example, his speech patterns were affected and it could take him a long time to find a word he wanted to use. Flying was affected during the first year, and he would not make a quick decision easily. In the past, he would make an immediate decision between two choices but it now took longer. He had to think about it more.

For the past three years, however, Mr. Phillips noted steady improvements in Terry's behavior and said he saw the same old Smith again coming back. They did not fly much together in the previous year, but Mr. Phillips heard that Terry completed his 737 recurrency training and this signified to Mr. Phillips that Terry was in strong shape. They flew together in the Albatross in the past fall and Terry handled it like his old self. They flew again together in the Albatross two months before the accident and Terry's flying was perfect. Terry's flying problems went away about one year after the aneurism, before he got his medical back. In the last year, he had no problems. In the last 6 months, Mr. Phillips probably saw Terry on average about once per week.

Terry's memory was always outstanding. Mr. Phillips said he once complained to Terry about Hertz (?) and it's the Allison engine, how the propeller ran the engine and there were all these blade angles. Terry then began quoting blade angles from when he last flew the airplane more than twenty years before.

During the two years that Terry was without a flight medical certificate, from his aneurism until the medical was reinstated in 2008, Terry worked at Alaska Airlines and had his hands full in a desk position. He also owned a company called Alaska Skycraft with a hangar at Merrill Field and they did sky pods and gas tank stuff {??} for 185. He and his wife also travelled frequently, spending much time in New Zealand where they owned a P-18 Cub airplane. He was eager to get back to flying, but his mood was philosophical and pragmatic. Terry always made lemonade from lemons. He was not happy, but not depressed, and, typically, was pragmatic about everything in life.

Mr. Phillips did not participate in the July 4th flying event at the Air Museum. He and Terry owned a Widgeon that he flew for the museum, but Terry was always more involved with outside activities like the Air Museum than he was. Mr. Phillips did see Terry late on the night of July 4th at another function.

Mr. Phillips had a difficult time understanding how the accident happened. Terry was a great person and a consummate aviator. He knew the metallurgy of the rivets but was also a good stick. Terry was an aeronautical engineer and had an incredible memory. He knew terrain in Alaska like the back of his hand. Mr. Phillips had flown together with Terry in the accident area over a period of years, including flying the Albatross in and out of the area for GCI, so he knew that Terry was well familiar with the local terrain. Further, Alaska Airlines sponsored an annual fly-in for its pilots into Anushiak to which Terry would fly his Albatross. Terry and Mr. Phillips had also flown regularly into Lake Nerca for the past 8 to 9 years, adding to Terry's experience at flying in the accident area. They were all aware of the particular area of the accident. He and Terry ran the Albatross in and out of there, and you would really pay attention to rising terrain in that airplane.

Mr. Phillips was familiar with the exact location of the accident site and it stunned him. All Terry needed was a 20 to 30 degree turn to avoid the whole hill. Mr. Phillips did not know why Terry would turn to the east or why the airplane was pointed in a left heading. This was just so unlike Terry. He could have looked outside the window to see where he was, plus he had all navigational aids to know exactly where he was, plus he taught safety. He had an innate situational awareness, so the accident makes no sense to Mr. Phillips or to many other pilots who knew Terry. Terry was the best. Incapacitation is the only explanation that makes sense to Mr. Phillips, with the airplane all trimmed up and just cruising into terrain.

Mr. Phillips picked up all the responders to bring them back to a meeting in town. He learned that the airplane hit big, thick black alders. Terry always flew an airplane in trim, so maybe it just cruised while he was incapacitated.

Mr. Phillips brought Terry from Anchorage back out to Dillingham after the funeral for his son-in-law, maybe Sunday evening or Monday prior to the accident. Mr. Phillips was making a lot of shuttle flights to Dillingham. Whenever he started again, him back out with me the day je started flying. Terry was quiet but normal. They had a technical discussion about the changing use of GPS approaches. Mr. Phillips complained about now having a GPS fix that never swings. Terry just said that everyone was upset when ADS changed to VOR, or range changed to ADF, and that pilots had to learn to change with new technology. He was still enthused about aviation after all these years. Aviation made him feel better after his tragedy and having a regular flying job was therapeutic for him.

When flying in the accident area, they normally kept the TAWS enabled although they might not put on the voice. Mr. Phillips did not like the audio alert that chirped and would cancel it out. Sometimes the TAWS would give a late warning, after the pilot had passed something, but he still liked to have the initial TAWS warning to alert him to check his other evidence. Many pilots did not have TAWS. Mr. Phillips never flew the Otter and did not know how Terry used TAWS in the Otter.

Mr. Phillips did not know what Terry did at the lodge between flying trips, but was sure Terry interacted with the guests and enjoyed telling stories. He and Terry could tell the same old stories over and over. The lodge was a very relaxing place.

Terry always slept well, and could sleep until 1000 in the morning any day of the week. His sleep pattern was the same for years. Terry would go to bed at 2300 or midnight, and friends would never call him before 0930. Terry also napped. It was a pretty constant thing in his life, and he napped any chance he could on any convenient sofa. Terry was good about eating. He was a good dietitian, in good shape, and always ate well with fresh fish and vegetables. He did not eat junk food and was not a steak and potato person. Regarding exercise, Terry used to ski in the past and he and his wife may have continued skiing at the time of the accident. They lived on a lake and did cross-country skiing. Terry was in good shape and good spirits, especially considering all the things he had come through.

Terry left a telephone message for Mr. Phillips on Monday August 9, the morning of the accident. Mr. Phillips discovered it during the nightmare that followed the accident. It was a very chipper message, asking Mr. Phillips to pick up Repcom for him. Terry wanted to use it on the airplane windows to have good visibility during the rainy season. Terry probably left the message between 0900 to 1000. It was a typical Terry message that went on at length, with the voice very upbeat, talking about dealing with a new technology.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 12, 2010
Person interviewed: Mark Roseman
Subject: ANC10MA068
Interview by: NTSB Airworthiness Group Chairman

(Note: The interview with Mr. Roseman was conducted by the Airworthiness Group Chairman. The following are excerpts from that interview.)

Mr. Roseman reported that GCI has been operating the lodge since 1995 and that a person in Anchorage makes arrangements for guests to be transported to Dillingham. Once the guests are in Dillingham he coordinates with the pilot to transport them to the lodge. Said that the pilots are only assigned to “pilot duties,” and that the pilots kept their own flight logs.

Mr. Roseman revealed that a pilot left the lodge near the end of July, at which time the lodge used the services of Freshwater Adventures until they had a replacement pilot for the Otter, N455A. He said that Terry Smith started around the end of July.

Mr. Roseman said that he would set the flight itinerary and that it was the pilot’s responsibility to know when and where he is was suppose to be. He also said he would make arrangements for the guests to go to the HRM fish camp.

Mr. Roseman stated that sometimes pilots could fly up to 12 legs per day, but that was unusual, and that the flights involved the transport of guests and supply flights. He also stated that the lodge has a jet fuel tank, but they always try to fuel at Dillingham.

Mr. Roseman reported that the tentative plan for August 9th was not to go to the fish camp. However, after lunch the plan was changed with the decision to go to the fish camp, as Terry Smith had assessed the weather as “good enough to go.” Mr. Roseman said that after the decision was made to go to the fish camp he communicated this with the fish camp via email.

Mr. Roseman stated that the lodge uses “internet protocol” (IP) telephone lines through a satellite connection, which he described as “solid, unless weather is nasty.”

With respect to Terry Smith’s activities on August 9th, Mr. Roseman said that the pilot had one flight to Dillingham that morning to drop off a passenger.

Mr. Roseman said that around 2:30 pm that afternoon while he was performing other tasks, he noticed that the passengers were preparing to depart to the fish camp. He stated that during lunch he had noticed Terry Smith checking the weather several times on the computer. He said that after the airplane was loaded he helped push the airplane off the beach for its departure. He stated that he did not remember if he notified the fish camp by phone that the flight had departed.

Mr. Roseman revealed that the guests are expected back for dinner by 7:00 pm, and that the fish camp doesn’t always let the lodge know when the airplane departs. He said that about 6:30 pm he called the fish camp to see what time the guests were to return, when he was informed by the fish camp that they had never arrived. Mr. Roseman said that at this time he called the Dillingham Flight Service Station (FSS) to see if they had heard from N455A. The FSS specialist reported that he had no knowledge of N455A since the first flight earlier that day. At this time the FSS specialist asked Mr. Roseman if he wanted to start a search, but Mr. Roseman said he would check again with the fish camp to see if the flight had gone somewhere else. Mr. Roseman said that after contacting the fish camp they informed him that they had no knowledge about the Otter. Mr. Roseman said he then call the FSS back to initiate the search for the airplane.

Mr. Roseman said that a change in plans would have been unusual. He said the airplane had a satellite phone, aviation and marine radios, but not aware of any other radios that might have been on board.

In describing the weather at the lodge at the time of the airplane’s departure, Mr. Roseman said that he could see Jackknife Mountain, with areas of blue sky. He said the “wind was blowing” and that Terry Smith had commented about the turbulence on the first flight earlier that day. He said there was good visibility, broken sky at about 2,000 feet, and that he could see 3 miles across the lake with no problem. Also said the wind was no problem.

Mr. Roseman revealed that the company had used Sky Connect for one season, did not know why the company discontinued its use, and that he liked having it available to track the airplane.

Mr. Roseman said he did not have any written policy documents relative to pilot duties. Said that the lodge had been in operation for about 15 years and that they were very selective about who their pilots were. Again said he was tasked with coordinating with the pilots for the individual flights.

Mr. Roseman said he did not know how many times Terry Smith had flown by the Muklung hills, and that there were other routes available. He said that Mr. Smith had flown into the lodge numerous times in the past and seem familiar with the area. He also said that Mr. Smith had

flown for the Tikchik Lodge, which was located in the same area, but didn't know in what capacity.

When Mr. Roseman was asked if he was aware that Mr. Smith had any medical issues, he said he never asked Mr. Smith directly. He said that he had heard from someone that Mr. Smith had suffered a stroke in the past.

Mr. Smith reported that at lunch on August 9th, that Mr. Smith had been in good spirits and had been telling stories. He said that Mr. Smith liked to talk about his experiences.

When Mr. Roseman was asked about the "ball mount" that was located on the airplane's instrument panel, he said that a person by the name of Kenny Morris had a GPS on a ball mount, but that he said he did not know who may have used one recently, if at all. He said that a hand-held GPS would have been "out of character" for GCI, in that "GCI tends to go whole hog on the airplane."

When Mr. Roseman was asked about notifying Dillingham FSS about the airplane missing and initiating the search and rescue, Mr. Roseman stated that he called a park ranger by the name of Johnny Evans and asked if he could look as well. He said he did not remember who called in to relay the information as to where the airplane found. Said that Mr. Himshoot from Dillingham as already at Tucker's and ready to search. He said he called the chief pilot, Hon Kinzie, to get authorization to use helicopters, and said that Ron Williams from King Salmon called and asked about sending Sam Eglie out to search. Mr. Roseman said that he told Mr. Williams that he would have to call back after speaking with Mr. Kinzie about this. Mr. Roseman also related that as soon as the airplane was reported as missing, that Ron Duncan left the lodge to join the search.

Interview: Terri Smith
Wife of pilot
Represented By: Steve Dodge
Childhood friend of pilot/family attorney
Date: August 14, 2010
Time: Noon ADT
Location: NTSB Command Post, Anchorage Hilton
Present: Malcolm Brenner, Elias Kontanis, NTSB
Vicky Anderson, FAA

Mrs. Smith was jointly interviewed with Mr. Dodge, who accompanied her as family friend/attorney but also provided observations based on his long acquaintance with the pilot. The summarized information is reported below along with which person provided it, as follows:

According to Mrs. Smith, her husband (“Terry”) telephoned her just before departing on the accident trip about 1300-1400. He said that he had decided not to fly a trip that morning but that visibility had since improved and it looked like they would be able to go flying that afternoon. He sounded happy. He was doing what he loved and enjoyed flying the airplane. He never mentioned Mr. Sean O’Keefe or any other passengers during his conversation. He spoke of his “friendship with the airplane.” He spent a lot of time around Garrett engines and truly loved them.

Mrs. Smith indicated that her husband had been at the lodge for several days by himself and telephoned her regularly, normally in the morning and evening. She was unaware of his activities at the lodge between flights but speculated that he was talking, sleeping and probably explaining things to people. The lodge was just a restful place and he was a pretty happy camper. Mrs. Smith indicated that flying always came first for her husband. He absolutely socialized with clients, but was not an avid fisherman. He fished because he was there with the clients, but not necessarily by choice.

Terry was more of an evening person and was never shy on sleep. He woke up sharp, was “on” all the time, and got along well with sleep his whole life. When flying the line for Alaska Airlines, he did whatever he needed to obtain sufficient sleep. When he did not have work demands, he would go to bed between 2200 to 2300, and sleep until 1000 or 1100 the following morning. He napped as much as anyone and never had problems with insomnia. Sometimes he would make it a game to be the first one in bed in the evening. Mr. Dodge added that his friends knew not to telephone the pilot (“Terry”) before 1000.

Mrs. Smith stated that she and the Terry married in 1991. They initially met outside Anchorage International Airport, after a trip to Korea taken by Mrs. Smith. Mrs. Smith accidentally got into Terry’s car, thinking it was familiar. They started a conversation, but did not see each other again for several years. They became re-acquainted at an aviation safety seminar. They each have two children from prior marriages who all range in age from 25 to 36 years. Mrs. Smith has two grandchildren, while Mr. Smith has three. The families live in the Anchorage area. Mr.

Smith's daughter and son are pilots, as is Mrs. Smith. Mr. and Mrs. Smith are rated in, and co-own a Grumman Albatross.

Terry was a talker, and would love to discuss whatever was on his mind, but usually the conversation revolved around airplanes. He enjoyed speaking about airplanes, looking at airplanes on the internet, and attending/participating in aviation safety seminars. Regarding previous aviation emergencies, Terry had many safety stories from seminars. According to Mrs. Smith, he was involved in two prior aircraft accidents. Several years ago, while flying in New Zealand, he experienced an engine failure in a Piper Cub. He landed the aircraft without further incident. He also had an accident in a Cessna 185 many years before. Mr. Dodge added that a few weeks ago, Mr. Smith experienced a dual engine failure in a Grumman Widgeon that he was helping to ferry with the owner following maintenance work. He landed the aircraft onto a dirt road in California without further incident. Mr. Dodge believes that the engine failure occurred because of a faulty valve that dumped oil overboard through a faulty propeller governor.

Senator Ted Stevens had previously flown with Terry, approximately 3-4 years prior, and had gone flying in their Albatross. Terry received a card from Senator Stevens, and the Senator expressed an interest in having Terry fly for him, but Senator Stevens was not a close personal friend. Mrs. Smith also flew with Senator Stevens years ago.

Mr. Dodge (who now lived in Texas) said that he would give Terry's contact information to any friends who visited Alaska and that Terry would take them flying. Terry treated everyone with equal importance and celebrity was not a big thing. He had flown President Ford, Senator Dingle (who was close to Terry's father), and FAA Administrator Marian Blakey (whom he took on an air tour of Mt. McKinley).

Mrs. Smith characterized Terry's health as good/excellent, with no major changes to his health in the past six months. He was very health conscious, ate well, and walked the dog for exercise. He did not drink coffee; smoke cigarettes or marijuana; take aspirin, Advil, or any prescription medications. He drank an occasional glass of wine, but never drank excessively. He did not suffer from headaches or any other ailments. He wore glasses, and always carried them with him, but could still do things without them. Mr. Smith was an advocate of raising the mandatory flight crew retirement age above 60 years, as long as the pilot was healthy.

Mr. Smith suffered from a stroke several years ago. He underwent many MRI's and CAT scans. There were no residual effects and no subtle changes in mood or behavior.

Mr. Dodge stated that he was truly stunned by how completely Terry recovered from his stroke. After the stroke, Terry's speech was a little halting, the meter was not him, but he understood meaning. But on July 31, 2010, when Mr. Dodge spoke with him by telephone (see below), it sounded like Terry and there was not a moment that Mr. Dodge remembered the stroke. Terry got his pilot license back after two years. Mr. Dodge flew with him in the Albatross because, that first summer after regaining his license, Terry wanted a second Albatross-rated pilot to accompany him. Terry got the Class 1 medical for himself. Mr. Dodge said he would have recognized even a minor deviation.

Mrs. Smith said that both she and Terry had been preparing for retirement. There were no stresses in Terry's life. The marriage was good. Terry was very social, and they had just dressed up the house for visitors. Mrs. Smith and Terry were planning a trip to Ireland in the next few weeks to celebrate his retirement. Her husband's mood was very happy. They had no financial worries and no major changes in finances in the past six months.

According to Mrs. Smith, the most significant personal issue faced recently by the family was the crash of a C-17 on July 28, 2010, resulting in the death of Terry's son-in-law ("Aaron"), a pilot on-board the aircraft. Terry was very close to his son-in-law, but "he did not have an over-the-top reaction" to his death. When Terry returned to the lodge just after the accident, it was therapeutic.

Mr. Dodge stated that he discussed the C-17 accident with Terry several days after it happened during a telephone conversation of approximately two hours duration on Saturday, July 31. While upset, Terry took a very analytical approach to the accident, discussing the maneuvers associated with the accident sequence. The conversation eventually turned to flying and their past shared experiences and by the end Terry was laughing. Terry was able to talk objectively about the C-17, simulators, and Aaron. He was not in despair, although he loved Aaron and Aaron was the father of his grandchildren.

Both Mrs. Smith and Mr. Dodge were baffled by the accident and could not imagine a situation that would have placed the aircraft at that accident location given the intended destination. Mrs. Smith had herself visited the lodge several times, and her husband had a long history of flying in the accident area and would not have felt out of his element. He "had a map of Alaska in his head" and was characterized by both Mrs. Smith and Mr. Dodge as having a photographic memory and "remarkable retention and recall." Mrs. Smith also stated that "Terry was not a magenta line kind of guy."

Mrs. Smith indicated that she had about 1,500 hours pilot time from flying in the Alaska bush with Terry. She said he would not have landed at the accident site to escape weather. There was a lot of low terrain, and he would always turn toward lower ground and land. He was very logical and would always have a heading in his head to escape problems ahead. He would have been on instruments and would not have intentionally flown into clouds. Mr. Dodge stated that Terry would not have hesitated to lower flaps in restricted visibility or turbulence to slow down the airplane. It would be instinctive. In a cloud he could perform a 180 degree turn, but Terry would have done this before entering the cloud. A CFIT accident would be unthinkable for Terry and completely out of his lifelong character.

Mrs. Smith and Mr. Dodge characterized Mr. Smith as a cautious pilot, who was always thinking ahead of the airplane. He was "not stupid" and "not a cowboy." He wanted to do an excellent flight but was "not out to impress anyone." They also indicated that he did respond to pressure to fly. He had passed on a trip that morning due to inadequate visibility. He flew like he talked and did not make many mistakes.

Mr. Dodge provided information about Terry's background in aviation. Terry's father managed the Alaska State Fish and Wildlife Service for 40 years and regularly took his son on flights around the state for wildlife surveys and other purposes. They flew in Goose, Beavers, 180's,

and Cubs. They once flew on a walrus survey in the Bering Sea. Terry's grade school teacher telephoned his mother to complain that "your son tells wild stories about polar bears" and "says he flies an airplane on instruments." The mother replied that of course her son flew on instruments since he was too small to see out.

Mr. Dodge, who was the same age as Terry and grew up nearby, was himself a pilot and aeronautical engineer as well as lawyer. He said that he knew Terry from when they were both 12 years old and that they were best friends for 50 years and did many things together. They learned to fly at the same time, spending days at the Grasshopper Valley airport together. As teenagers, they took trips by airplane together. They liked to fly and camp at a remote area shown as "unexplored" on the aeronautical charts, which was a green valley near an ice field with short grass landing strips. Mr. Dodge's father, an airline pilot, owned a Widgeon airplane. He provided the airplane to Terry, on condition that Terry take lessons with his father, and Terry loved flying the airplane. Mr. Dodge came along on the lessons. Later, when Mr. Dodge managed a Part 135 airline operation in Alaska, Terry was always available to help.

Terry earned a mechanic's license (A+P) and engineering degree from the Northrup Institute of Technology. Terry's knowledge of systems and engines was unmatched. He never forgot a number, and could talk enthusiastically about something as simple as a horseshoe bend.

Terry intended to work in wildlife aviation but ended up as airline pilot. He flew for ERA Airlines, then Aeroam (Teamster's Union), then was searching for a new job due to a management change. Mr. Dodge suggested talking with the Alaska Airlines Chief Pilot. Terry was shy about this but the airline was thrilled and hired him. At the airline, he flew the line but also taught extensively. He loved something about each destination on his bid schedule.

According to Mrs. Smith, Terry began working for Conoco/Phillips as Manager of Alaska Shared Services after he left Conoco/Phillips. Conoco/Phillips was having trouble with their jet service to the North Slope as a result of an unfavorable safety audit, according to Mrs. Smith, and brought Terry in to rework the operation. Terry did not like the idea of a desk job but did have an opportunity to fly. He fixed the problem, bringing in B-737-700's to upgrade the fleet, and after two years the company had a good audit and he left.

Mrs. Smith stated that Terry accepted the job with GCI because he liked very much flying the Otter and he liked GCI and the beautiful area. He had flown for them in the past on a week-to-week basis. He had also flown for several nearby lodges and conducted bird surveys so he was familiar with the area.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 16, 2010 (telephone interview – 1345 ADT)
Person interviewed: Norm Lagasse (Director, Alaska Air Museum)
Subject: ANC10MA068
Attending: Tom Little (NTSB), Dr. Malcolm Brenner (NTSB)

Theron (“Terry”) Smith was one of the museum’s pilots on the Widgeon and Goose airplanes. He also worked on the Alaska Airlines exhibit and his name was on the B-737.

Terri flew the Widgeon twice, on July 2 and 4, as they got the airplane out for the season and the July 4 salmon bake. Mr. Lagasse had concerns about Terry’s flying on both occasions.

On July 2, Mr. Lagasse decided to hop in the right seat as a passenger/observer while Terry was taking out the Widgeon. He cranked it up, taxied to the water’s edge, got a clearance from the Lake Hood tower, and began taxiing into the water. Mr. Lagasse looked right and saw that the top floats were retracted. Before he could intervene, Terry had begun taxiing and the right wing entered the water.

During the runup checks for mags, Mr. Lagasse noted that the gauges for #1 were dead. It just died. Terry got it restarted. He said it was idling low and died.

In flight, they crossed the inlet to the boat hall to Figure 8 Lake. Mr. Lagasse watched traffic, and noted wind direction which was out of the SSE. Terry established a pattern for landing that made them land with a tailwind. They landed with a high speed low over the water. Terry touched down successfully, but he had landed with a tailwind and never mentioned it. Terry did a wide step turn to position the plane for a takeoff into the wind. All remaining patterns were into the wind.

Terry had flown a Widgeon a week earlier on a delivery and should have been proficient. Mr. Lagasse used to be a flight examiner. If this had been a check ride, Mr. Lagasse would have busted someone with Terry’s experience level and required more training.

On July 4th, Terry again served as pilot during the festivities for July 4th where 500 spectators were present. When Terry tried to start the engine, he was unable to get hydraulic pressure. He shut down and a volunteer pointed out the hydraulic switch. He then tried three times to start the airplane, and a volunteer pointed out that Terry had forgotten to engage the center magneto master button. The rest of the flights were uneventful, but Terry forgot to turn the master off when he shut down at the end of the day. As a result, they had a dead airplane the next time they needed it. Mr. Lagasse decided after the July 4th events that he would not allow Terry to fly museum airplanes until he completed corrective training.

Mr. Lagasse did not know how to attribute Terry's mistakes. Clearly he was not up to his full capacity. His stick and rudder skills were automatic, but his attention to details was not there.

Terry seemed sterile and flat, not very buoyant. He was not malicious. But he was not energized, not fully present.

Mr. Lagasse had more interaction with Terry in earlier years and remembered him being more animated. Terry was not really robotic, but he was not his usual smiling, happy-go-lucky person. He did not seem like he was enjoying himself with the audience. He seemed out of character, not excited. However, he looked like himself and did not seem tired. He did not talk about his personal life.

Mr. Lagasse saw Terry again on Tuesday August 3 when the museum held a memorial for Terry's son-in-law. Mr. Lagasse was busy working the event but spoke briefly with Terry to express his condolences. Terry was taking the situation pretty hard. Several years earlier, Terry lost a daughter in a car crash and Mr. Lagasse heard that he never got over it. Terry gave a speech about Aaron and broke down during it. He and his wife looked pretty run out. They had just lost a major family member and were devastated.

Mr. Lagasse did not fly with Terry on July 4th. He watched the flyby of vintage aircraft. Terry provided a 30-minute flight with a low approach. Everyone enjoyed it. He also did charity flights at the event. Once Terry got it going his performance was nominal. Mr. Lagasse spoke with the museum volunteer who assisted Terry and with the museum trustee. It seemed like pretty simple stuff that Terry missed. Terry did not know that he was dropped from the museum flight list. They had completed the flying season for the Grumman and, before the new season began in the spring, they would use other pilots and have them fly with Terry. The museum flight schedule is based on pilot availability.

Mr. Lagasse did not consider taking control of the airplane when Terry attempted the tailwind landing. They were not slowing down but remained high over the lake and made a soft touchdown. At the time, Mr. Lagasse neglected to ask Terry about the tailwind landing.

Mr. Lagasse had not flown with Terry before. He thought he would just jump in and see how it went. This was not how he expected their airplanes to be handled with such lack of attention to basic details.

July 4th was a fundraiser. They auctioned flights with celebrity pilots. Other pilots were unavailable. Mr. Lagasse was not excited about Terry flying, but Terry was available and the weather was beautiful. Mr. Lagasse decided the museum needed to spend time with Terry to retrain him.

Terry's name was on the B-737 because he was the Anchorage Chief Pilot when Alaska Airlines retired it and the airline decided to put his name on before the airplane was donated. His name was on the Goose because he and his father both flew that airplane with the Fish and Wildlife Service and the names of all pilots who flew that airplane were shown. Terry had a reputation as a good pilot.

Terry was forgetful rather than sloppy. His stick and rudder skills were good. His 29,000 flight hours were kicking in. With his in-flight actions you could sense his experience level.

To another pilot, he seemed flat and not energetic. Mr. Lagasse was unable to judge whether there might be a medical issue. Asked whether Terry might be having a bad day, Mr. Lagasse noted that it would be easier to understand after the tragedy involving his son-in-law. But this was earlier, and Terry showed an inattention to details that just seemed out of character. This was his favorite airplane. There was no other evidence that Terry was forgetful.

Mr. Lagasse would hate to see something like this tarnish Terry's reputation.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: September 28, 2010 (telephone interview 1230 PDT)
Person interviewed: Paul Claus (Owner/Operator, Ultima Thule Lodge)
Subject: ANC10MA068
Interviewed by: Tom Little (NTSB)

Mr. Claus is the owner and operator of the Ultima Thule Lodge, which is located in the Wrangell St. Elias National Park of near Chitina, Alaska,

Mr. Claus reported that he was a longtime acquaintance of the accident pilot, Terry Smith. Mr. Claus stated that in 2000 he purchased the first de Havilland Otter "Texas Turbine" conversion and that he sent Mr. Smith to the Garrett turbine engine school to learn the engine. Mr. Claus further stated that Mr. Smith was subsequently hired to perform maintenance on the airplane when needed, but that Mr. Smith was not a full time employee of his company, nor was he a pilot for the company. Mr. Claus added that the only time Mr. Smith would acquire pilot-in-command time in the airplane would be when he test flew it in conjunction with maintenance activity. Mr. Claus did not recall how much time Mr. Smith had in the Turbine Otter and said that he could have acquired time in this make and model at another location, but couldn't say where that might have been.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: October 14, 2010 (telephone interview 1045 PDT)
Person interviewed: Rick Grant (Owner/operator of Tikchik Adventures, Dillingham, Alaska)
Subject: ANC10MA068
Interviewed by: Tom Little (NTSB)

Mr. Grant stated that he was the owner of Tikchik Adventures, a FAR Part 135 operation which is located in Dillingham, Alaska. He said his operation is basically seasonal in nature, lasting from the spring to the fall months. Additionally, he indicated that his operation consisted of a de Havilland DHC-2 Beaver, a Cessna 185, and a Piper PA-18, all float-equipped airplanes. Mr. Grant said he has been operating in the area for 31 years.

Mr. Grant said he had known the accident pilot, Terry Smith, for many years and that he would see him on some occasions when he was in New Zealand during the off-season. Mr. Grant related that he has a home on a private airstrip in New Zealand and that he would see Mr. Smith flying his Super Cub at times in the area. He also said the last time he saw Mr. Smith in New Zealand was between 2006 and 2008, during the period that Mr. Smith had lost his FAA medical certificate.

Mr. Grant stated that Mr. Smith had never flown for his business and that as far as he knew Mr. Smith had never flown for a commercial bush operation in the area. He also stated that he had never personally flown with Mr. Smith in any capacity.

Mr. Grant said that from time to time, in an on-demand basis, he would provide aviation services for the GCI Lodge. He said that he had done this off and on since the lodge had been in operation, which was from 1995. He also stated that the work he performed for the lodge consisted of the transport of maintenance crews to and from the lodge, and the he had never transported lodge guests to the fishing camp.

Mr. Grant concluded the interview by saying how bad the weather had been all summer.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 14, 2010 (conference call telephone interview, GCI corporate offices, Anchorage, Alaska 1010 ADT)

Person interviewed: Robert Himschoot

Subject: ANC10MA068

Attending: Tom Little (NTSB), Mike Richards (NTSB), Mark Brooks (NTSB), Robin Broomfield (FAA), Bill Behnke (GCI Sr. Vice President), Mark Wilhelm (GCI Legal Counsel), Leonard Wallner (Alaska State Troopers)

Mr. Himschoot stated that he was at home when he was first noticed of the accident. He stated that his time stamps are not good and he has no faith in his recollection of the times, but he believes his sequence of events is accurate.

He received a call from another GCI technician (Rod Williams) in King Salmon at about 1730-1740. Mr. Williams had heard that the plane was overdue. Mr. Himschoot called Tom Tucker (the owner of a helicopter, and R-44) who said "let's go". Mr. Himschoot went to Mr. Tucker's house and they got in the R-44 and headed to Fenno Creek. En route, they heard that the site had been found, and that they needed a helicopter. They were 5-8 miles away and proceeded to the coordinates. They saw the site and 1 survivor waving out the door. They found a place to land above the site. Tom dropped him and then took the R-44 to Aleknagik to pick up Dr. Bowman.

Mr. Himschoot went down to the plane, which took 20-30 minutes and a few false starts. During this time, he received a cell call from his brother-in-law on an unrelated matter, but this indicated he had cell coverage on that rock pile. He was at the site long enough to identify people, maybe 5 minutes, and conversed with the survivors from outside the aircraft. He then went back up to meet the helicopter at the original landing zone. They unloaded gear and he, Dr. Bowman and Mr. Tucker started down to the wreckage. After a short time, they decided that Mr. Tucker would do better to take the helicopter to get more help. He went back to get two EMT's.

Dr. Bowman and Mr. Himschoot went down to the site. Mr. Himschoot later saw Mr. Tucker try to land at the original landing site, but he backed off and headed out. He didn't hear nor see him

for a while. During this time, the visibility had been going up and down in the area of the accident.

Dr. Bowman asked that Mr. Himschoot contact Norman (the airport manager) for help. He was climbing back to get cell coverage when he heard Mr. Tucker and the EMT's who had been able to land at a different spot. Mr. Himschoot tried to guide them to the site, as the second landing zone was beyond a large section of willows. He described it as playing the children's game "Marco Polo", calling back and forth until the other group made their way through the willows to him.

Mr. Tucker and the EMT's (John and Susan Dennison) followed him to the site and went right to work. Mr. Tucker went on the uphill side of the wing to the cockpit and built a shelter for the victim in the front right seat. He also cleared willows and debris.

Norman Heyano (Dillingham airport manager and fire chief) said that he had a couple of EMT's on the mountain. Mr. Himschoot saw Sam Egli's Ranger come into the landing zone, and then saw the EMT's head uphill. He couldn't get their attention. He and Mr. Tucker took off to try to find them. By the time they did find the EMT's it was around 2330, dark and they were near the R-44. They considered it unsafe to try to find their way back to the site, so got in the helicopter and returned to Dillingham, arriving at midnight.

Once back in Dillingham, Mr. Himschoot did any support work necessary. He did not know the pilot and no one on the site referred to the accident or what had happened. He knew how many people were on board from information he received in flight.

The pilot and the right front passenger were accessible without getting in the plane, but it was hard to get to and he didn't do it on his first trip.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 12, 2010 (interviewed at GCI Corporate Officer, Anchorage, AK 1430ADT)

Person interviewed: Ron Duncan GCI President

Subject: ANC10MA068

Attending: Tom Little (NTSB), Mike Richards (NTSB), Mark Brooks (NTSB), Robin Broomfield (FAA), Bill Behnke (GCI Sr. Vice President), Mark Wilhelm (GCI Legal Counsel), Leonard Wallner (Alaska State Troopers)

Mr. Duncan has a Garmin 396 in his Renegade. It's being brought into Anchorage so that we can see what his flight tracks were on the accident day.

Terry hadn't wanted to take the guests to HRM in the morning as it was too turbulent for comfort. The winds were strong out of the SW, 30-50 kts at 2000-3000 feet. On his morning flight he said that every 30-90 seconds he would get an instantaneous blip on the stall horn when he was on the leeward side of terrain. Terry had always taught Ron to hug the upward slope in winds. After Terry returned from his first flight of the day he was on the computer all morning.

Mr. Duncan flew about 1.4 hours on a fun flight with his wife and had taken off about 15-30 minutes after the Otter. He thinks he left the lodge at about 1530 and took off at about 1545. They flew around looking for sunshine, but didn't find any. He thinks that they flew within 3 miles of the crash site and perhaps 500 feet above it during their flight. He had 121.5 on his second radio (something he routinely does), but didn't get a hit. They returned to the GCI lodge where he then worked on his heater which had jammed closed. He tore apart the top to reattach the heater cable and was just closing up when he got word that the Otter didn't arrive at HRM. He checked Dillingham Flight Service (DLG FSS) to see if they were on the ground there or if they'd heard from them. They had not. Mr. Duncan estimates that it took 10-20 minutes to add up all the information before calling RCC (Rescue Coordination Center). He thinks that Dave Roseman (the GCI camp manager) made the calls to FSS. Mr. Duncan did not talk to FSS until after John had found the site. John had told him that he had flown the primary path and then stepped north, suggesting to Ron that he step south.

He and his wife got gear together and got into the Renegade to look for the Otter.

He thought John Bouker had two planes in the air and they were flying a gridded pattern. He heard Mr. Bouker say that he had found the site and got the coordinates. When he communicated with Tom Tucker who was airborne in his helicopter, Mr. Duncan said that he had a physician on board and needed to get her to the site. They agreed to meet at the Aleknagik strip. The water was too high for a beach landing at the lake. Dr. Bowman, Mr. Duncan's wife, got into Mr. Tucker's R-44 and they left for the crash site. Mr. Duncan had about one hour of fuel and coordinated with Johnny Evans, the Park Ranger based in Aleknagik, to act as airborne relay at the side. Mr. Evans would leave Aleknagik in his amphibious plane about 45 minutes after Mr. Duncan to take over. At the time, they didn't know that cell phones would work in the area of the crash. Mr. Duncan was run off of his position by weather after about 30 minutes.

He said that from the east end of Lake Nerka going to HRM, you bisect the hills. It looked like Terry was 45 degrees off the expected heading. Ron can't fathom how he ended up there. Terry always loaded the flight plan in the GPS and his situational awareness is bar none.

Mr. Duncan stated that Terry Smith was a contract pilot for GCI off and on for 20 years, and he was one of several to fill in this year. Dana Tindall (Sr VP for GCI and a victim of the crash) was married to Virgil Peachey who had been a pilot at the lodge and still filled in from time to time. Virgil may have done some training for Terry.

The normal procedure was to take the people to HRM where they would fish until they limited out, then return to the GCI lodge. Dinner was usually at 7 PM, but they would hold it until the guests got back. Mr. Duncan would have expected exception monitoring from the people at HRM, but it was not standard to call when the group arrived. There is a satellite phone on the plane which could be used, but was not normally. It was in the back of the plane with the survival gear. A pilot might have used it if he put the plane somewhere unexpectedly.

The lodge has a phone tied to Anchorage and phone records will show the times of any calls. Any lodge-to-lodge communication is fishing related, not flight related. It's all for the guests.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 15, 2010 (telephone interview 1100 ADT)
Person interviewed: Ross Clement (ConocoPhillips pilot and friend of Terry Smith)
Subject: ANC10MA068
Attending: Tom Little (NTSB), Dr. Malcolm Brenner (NTSB)

Capt. Clement is a pilot with about 31,000 flight hours. He began flying in the U.S. Army, flying combat service in Vietnam. He flew as pilot for Wien Air, Alaska Airlines (for 17 years), and the Air National Guard. He is qualified in fixed wing, rotorcraft, and seaplane. Most recently, he worked part-time flying the B-737-200 for Conoco Philips (“Conoco”).

He first met accident pilot Terry Smith (“Terry”) at Alaska Airlines although he knew Mr. Smith’s father prior to that. Terry Smith was base manager in 1988 when Mr. Clement was hired. Terry Smith was awesome, a great guy, very professional, a training pilot, and a stellar individual. He was straightforward and did everything by the book.

Capt. Clement flew the line with Terry and received checkouts from him. In 1990-1991 they flew together to Dutch Harbor. It was a challenging airport with a 3,900 foot runway. They used ADS and GPS to perform the landings (which were the most advanced navigation aids available at that time). Terry started that program. The airline also flew into Siberia, in a program advanced by Terry. They also flew to Red Dog, a mining town in Northern Alaska. All programs used the B-737-200.

Terry had no bravado, but a can-do spirit. He flew a personal trip to the North Pole in a private airplane. This was in 1997 to 1998, flying a route that began across northwest Alaska.

Capt. Clement retired from Alaska Airlines 5 years ago when he reached age 60. He then flew on the North slope for the National Guard Air Logistics, flew one year for Bald Mountain, then he was hired in April 2008 by Conoco Phillips. Terry Smith was the Flight Manager/Director of Operations at Conoco Phillips. Although he was upgrading the fleet to late model 737 airplanes, he still needed 737-200 pilots to service a gravel strip airports in their route system and hired Capt. Clement and three other former Alaska Airlines pilots for this purpose. The company used

an advanced simulator in Texas and a retired Conoco pilot as instructor for training this operation. Terry qualified on the 737-200 in 2008 and served as a line pilot on the airplane (as well as DO) until he left the company in May 2010. Terry flew as captain and only flew about once per week. They flew the airplane from Anchorage to Kapuruk (PAKU) and Deadhorse (PASC).

Asked why Terry left Conoco, Capt. Clement indicated that Terry had a disagreement with a senior manager based in Houston. Terry was a visionary and had a long-term view with stable growth for the operation. This conflicted with the view in Houston which debated getting rid of aviation. Because of Terry, the company upgraded to B-737-700 model airplanes and transitioned from Part 91 to Part 125 operations. Terry was very efficient and hired good talent. Terry wanted to build weather ports to shelter all the airplanes and believed it would save money for the operation in the long term (saving money on glycol and other expenses). Terry approved construction of the weather ports, but the Houston manager disagreed, and, in the end, Terry separated from the company effective May 1, 2010.

Capt. Clement last saw Terry on July 24, 2010 at the marriage of Terry's daughter (not the daughter whose husband Aaron was the pilot who recently died in the C-17 accident. Aaron was her brother-in-law and also attended this wedding). Terry was fine and very eloquent. He looked fine. He and his wife were upgrading on their house. Capt. Clement saw Terry on and off all summer. He was always himself. He was very upbeat, and loved to discuss ideas (rather than people or events). Medically, Terry seemed fine. In spring 2006, Terry had a medical issue. He went to Seattle on company business and had a medical episode in the hotel that required hospitalization. His wife, who was with him, saved his life by getting immediate medical help. Terry did not fly any more with Alaska Airlines. He may have remained base manager, and tried to get back his medical certification, but retired in 2008 from Alaska Airlines on a medical retirement.

In March 2010, Capt. Clement attended simulator training with Terry. They flew a line trip together on March 31. Terry's flying was perfect. His cues, communication skills, and landings were all good.

Terry would not deliberately fly into IFR conditions without clearance.

Terry was definitely not bitter about the Conoco separation, although he might have had unfavorable feelings about the individual manager involved. On June 1, Conoco held a goodbye party for Terry with many important people in attendance. They gave out bright orange ties as gifts to attendees, in recognition of Terry's emphasis on safety and the bright orange safety suit he always wore when he visited operations. Terry always indicated that "we are not going to go if it isn't good" and would not be pressured into flying into an unsafe situation. Terry never flew below minimums. Terry surely flew Ted Stevens before and would have known him for years. Terry was very influential and could talk about any topic.

Capt. Clement had no knowledge of Terry's sleep habits or needs. Terry and his wife exercised and, as far as he knew, slept well.

Terry worked at Conoco from about January 2008 until May 2010. He served as both DOM and a line pilot as well.

Asked again whether Terry ever busted minimums, Capt. Clement indicated Terry had never done this.

Capt. Clement tried to imagine, based on newspaper reports, why the airplane would have ended up in the accident location. Perhaps Terry thought incorrectly that he was on the other side of the hill and turned left to get away.

TAWS can be a distraction when you are flying below 500 feet AGL and you have to inhibit it.

Aaron had died in the C-17 accident only one week earlier. Why did Terry go back to work? Maybe it was a way to relieve his stress. The memorial for Aaron was August 1.

Capt. Clement thought that Terry regained his medical certification in spring 2008. He talked about consulting with a neurologist to regain his certification.

According to his logbook, Capt. Clement flew the following two line trips with Terry while working at Conoco:

1. July 21, 2008. They flew 3:09 hours flight time, Anchorage-Fairbanks-Deadhorse-Fairbanks-Anchorage. They performed two ILS landings and logged 2 hours IFR time. Capt. Clement did not recall any details about the flight.
2. March 31, 2010. They flew 2:53 flight time, ANC-PAKU-ANC. Landings were visual.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 11, 2010 (telephone interview 1400 ADT)
Person interviewed: Steven Moore (Flight Service Station Specialist, Dillingham, Alaska)
Subject: ANC10MA068
Interviewed by: Tom Little (NTSB)

Mr. Moore stated that while on duty the morning of August 9th, he observed the GCI De Havilland turbine Otter, N455A, on the ramp at Dillingham. He also revealed that the Otter departed Dillingham at about 0900, did not file a flight plan, and headed northwest. Mr. Moore reported that the pilot of N455A departed VFR, but may have departed on a special visual flight rules (SVFR clearance), but he wasn't sure. Mr. Moore stated that, while in route, the pilot provided a pilot report (PIREP), noting that the en route conditions were turbulent and further describing the conditions as "irritating and aggravating" but there wasn't anything moving around in the airplane. He added that the pilot was swapping out with another GCI pilot who was returning to Anchorage that morning. Mr. Moore stated that he was relieved around 1800, was notified of the accident about 2100, and returned and relieved the on duty specialist around 2200.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: October 20, 2010 (telephone interview at 0818 ADT)

Person interviewed: Tom Tucker (owner, Tucker Aviation, Dillingham, Alaska)

Subject: ANC10MA068

Interview by: Tom Little (NTSB)

Mr. Tucker stated that he was contacted by Mr. Bob Himshoot, a Dillingham, Alaska based GCI employee, that the lodge de Havilland Otter was missing. Mr. Tucker said that he and Mr. Himshoot departed Dillingham in his R-44 helicopter, N9447A, and proceeded to the accident using his onboard GPS after receiving the coordinates of the crash site. Mr. Tucker reported that it was still daylight when he arrived in the area of the accident site and that he could see the airplane. He then picked out a landing zone, landed uneventfully and dropped off Mr. Himshoot, who proceeded to the site of the wreckage. Mr. Tucker said he then departed the landing zone for the Aleknagik airport to pick up a doctor. After arriving at Aleknagik he and the doctor loaded supplies then proceeded back to the accident site landing zone, where they were met by the first responder, Mr. Himshoot. At this time Mr. Himshoot and the doctor proceeded down to the crash site while Mr. Tucker flew back to Dillingham to pick up two emergency medical technicians (EMTs) for transport to the accident site.

Mr. Tucker reported that after departing Dillingham and arriving in the area of the accident site, it was dark and he had trouble finding the landing zone, at which time he picked out an alternate landing site and landed uneventfully. He said that he pretty well knew where the wreckage was, and at this time he guided the two EMTs down to the accident site. After at the accident site for a period of time, Mr. Tucker said that he was advised by the doctor that two more EMTs had been dropped off, and that could he go look for them, as she thought they might have gotten lost. Mr. Tucker said that at this time he and Mr. Himshoot proceeded back up the hill to the landing zone, and during this time they ran into the two lost EMTs; the EMTs had originally gone uphill rather than downhill after being dropped off by helicopter and had become lost.

Mr. Tucker said that it was getting late, all four of them were wet, and it wasn't safe to go back down the hill to the accident site. He said that after all four of them had dried off they proceeded back to Dillingham in the R-44 helicopter. He said that he had no

further activity in the search and rescue efforts that were now in place. Mr. Tucker added that he got back to Dillingham around midnight.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 18, 2010 (interview conducted at Mr. Peachey's home at 1000 ADT)
Person interviewed: Virgil Evan Peachy (contract pilot for GCI)
Subject: ANC10MA068
Attending: Tom Little (NTSB), Dr. Malcolm Brenner (NTSB), Robin Broomfield (FAA), Bill Behnke (GCI Sr. Vice President), Dennis Mestas (Legal Counsel)

He moved to Alaska in 1999 and has flown there since.

He became associated with GCI in the summer of 2004-2005. He flew for them at the lodge and in the right seat of the Citation. He also flew in the Astor.

He flies for Rust Aviation as his primary job. This is his third season.

His total flight time is about 6,500-7,000 hours. He has about 1,000-1,500 hours in the combined Beaver/Otter, and 500-1,000 hours in the Turbine Otter.

He was at the lodge as a guest in June, probably toward the end of June. In July

He flew several times as a pilot. He did not really recall the July 26-28 checkout flights with Terry Smith.

He first met Terry in 2000-2001 when Terry and his wife came through in an Albatross. It was a beautiful airplane and everyone was excited. Terry was a legend.

He next saw Terry at a Safety Seminar at Lake Hood. Terry talked about how to survive a crash if an engine quits. Mr. Peachy remembered one technique discussed was to fly into a chain link fence to diffuse energy. Terry was well regarded.

In 2005, Terry and his wife flew the Albatross and Mr. Peachy interacted with them. He also interacted with Terry at social gatherings at Anchorage. Their relationship was friendly, and they

talked about meeting for dinner but did not. Mr. Peachy flew for Little Ace, and people there talked about their high regard for Terry. Mr. Peachy wanted to meet him.

Mr. Peachy did not recall specific of the July 26 flight. Terry was very experienced and highly regarded, so it was interesting to have him in the right seat. Terry wanted to observe Mr. Peachy and Mr. Peachy felt honored. Mr. Peachy liked to have a sterile cockpit, and Terry's demeanor naturally supported this and made for an unpressured cockpit atmosphere. Mr. Peachy wanted to make sure that Terry was competent in the airplane. Mr. Peachy had higher time in the airplane and Terry looked to him for insights. Terry sat on the right as they docked. Terry was totally accepting to Mr. Peachy's input.

Mr. Peachy had no concerns with Terry's performance. He remembered coming back to Nanoosh empty; he could not remember which seat Terry was in. They practiced slow flight, approach to landing, steep turns left and right, flaps, feather touch landings, and where the water is. Terry did smooth landings right from the start. They were zig-zagging to Dinoush and Mr. Peachy did not like the weather. He showed an alternate route around the weather. He discussed weather with Terry. Terry's attitude was good. There was no need to accomplish anything or get anywhere that would justify ignoring weather. He related stories about his father, who believed that you wait until the weather is right and you could have a fantastic flight. Do not go until the weather is adequate.

The last time he saw Terry was on the morning Terry dropped him of about 0930 to catch a flight out of Dillingham. Terry dropped him off at the van. They shook hands and thanked each other.

There was nothing remarkable about this trip. The weather was good. During the takeoff from the lodge, they took plenty of time taxiing out. Mr. Peachy waved to Mary, which was possible since he was not training. They flew up Pinot Creek to the ridgeline. Mr. Peachy watched to see which way Terry would go. There had been a sliver of light but not when they arrived at the ridgeline. Terry turned around and flew a different route up the river to.

When Mr. Peachy awoke that morning he observed a fairly high ceiling, which pleased him because he did not want to take the other option of a boat to Dillingham.

Asked if there was anything unusual about Terry's appearance or behavior that morning, Mr. Peachy said that there did not seem to be a fire lit under him. Mr. Peachy would have arisen early to prepare the airplane to get it off the dock faster. Terry did not, and Mr. Peachy watched the time but did not push him. Mr. Peachy usually got the airplane ready at 0700 to 0715, and talked with Terry about getting the airplane out first thing in the morning. Mr. Peachy always had a plan. At breakfast, Terry said they needed to leave at 0845. However, they sat down to breakfast at 0830 and Nick the guide sat down with them and there was chit chat. When Mr. Peachy said it was time to get going, Terry was just pumping up the floats. There was not a fire under him. When they later said goodbye, and how much they enjoyed flying together, Terry did not have as much energy as he had shown at previous times.

When asked if Terry seemed rested, Mr. Peachy said there were no observations of him being tired or having anything unusual about his appearance.

Terry was never fiery. He was always steady and thoughtful.

Mr. Peachy did not fly with Terry much other than in the training mode.

Mr. Peachy could not judge Terry's mood on Monday morning. The main breakfast had been moved back to 0900 from 0830, so he, Nick and Terry were alone and only spent about 15 minutes at the table. Mr. Peachy ate granola and berries and was not sure what Terry ate. He could not compare Terry's mood to other breakfasts since previous breakfasts were with other groups and he did not sit with Terry.

Mr. Peachey's impression was that Terry was more engaged in flying at other times.

Terry had previously suffered a stroke, so Mr. Peachy watched for this. Mr. Peachey's wife also asked him questions of safety and potential concerns about Terry. His amphibian work was right on. Terry would make all appropriate calls: gear up, call the lights out. He would glance in the mirror and respond. They got four blue for landing. Terry was thorough and solid. It was an honor to ride with him. Terry was very receptive and asked questions. Mr. Peachy was not sure how to log the flight and Terry said to log it as training.

Personally, Terry was very humble, very pleasant, and thoughtful. He had lots of stories of flying around Alaska, his father, and his wealth of experience. Mr. Peachy asked about the New Zealand accident and the process Terry went through to put the airplane down safely. Mr. Peachy felt good having his family fly with Terry.

On the day of the C-17 accident, Terry mentioned during pre-dinner appetizers that he would return to Anchorage for an air show and that his son-in-law would participate. After dinner at the main cabin, Mr. Peachey called Russ Aviation to determine when he had to return. The dispatcher said that Saturday was OK, and then told him about the C-17 accident at Elmendorf. Mr. Peachy knocked on Terry's door and told him. Terry was even keeled and thanked Mr. Peachey. Terry then telephoned his wife.

The following morning, Terry did not show up for coffee. Later, he was very even keeled and confirmed that his son-in-law was involved. Mr. Peachey was a lodge guest then and did not recall anything further. It had been really nice to let Terry fly and be able to spend time with his family.

Asked whether Terry made any mistakes during flying, Mr. Peachey indicated that he managed to surprise Terry as part of his training. Mr. Peachey wanted him to experience a tail drop in the Otter and it caught him by surprise. It was fun to set the guy up and Mr. Peachey was pleased with the training value. Mr. Peachey told Terry to slow down on landing. Terry was 2 feet off the water when the tail played out on him. He said "wow." They had hauled fuel and this showed the importance of carrying plenty of speed. Terry's had been landing just perfect up to then.

Asked if Terry ever seemed dizzy, Mr. Peachey indicated not at all.

The trip to Dillingham was not unusually bumpy. There was a predicted windshear of 25 knots. The bumps were not noteworthy although they might have been a comfort issue if passengers had been on board.

On departure, they flew up to the ridge. There was a sliver of light but the clouds were too extensive.

There were three routes between the lodge and HRM. When there were blue skies and smooth air, you would just climb over the mountains and put on music. When there was weather, you would fly down the river to Aleknagik. Alternately, fly north of Nerka past Mucklung Hills.

There was no reason for Terry to be flying near the accident site hills. With weather, he would be flying through the lowest area. You might fly there but only if weather was good, and you would put on music and point out caribou and beautiful lakes on the way. If it was bumpy, there was no reason to fly there for passenger comfort.

Terry had enough experience, knowledge of the area, and safety orientation that he knew not to push weather. Further, Mr. Peachey's wife did not want to push weather and they had discussions with Terry so that he knew this.



RECORD OF INTERVIEW

Thomas Little
Air Safety Investigator

Date: August 27, 2010 (telephone interview 0800 ADT)

Person interviewed: William C. Weiss (ConocoPhillips, Manager Aviation, Anchorage, Alaska)

Subject: ANC10MA068

Attending: Tom Little (NTSB), Dr. Malcolm Brenner (NTSB)

Mr. Weiss stated that he is the current Manager of Aviation for Conoco Phillips of Anchorage, Alaska. Prior to this position he was the company Chief Pilot/Director of Operations for about two and a half years, and prior to that he was a lead captain and training captain. He said he had been employed by Conoco Phillips since 1992. Prior to his employment with Conoco Phillips he was employed by the Atlantic Richfield Company (ARCO). Mr. Weiss reported that the aviation fleet consisted of 2 Boeing 737-200s, 2 Boeing 737-700s, 1 Twin Otter, and 1 Casa 212.

Mr. Weiss stated that he had known Terry Smith since 1992, and that Mr. Smith had been hired by Conoco Phillips in 2008 as the Manager of Aviation for the purpose of company restructuring and organization of the aviation department.

Mr. Weiss described Mr. Smith as very personable, very educated, and one with a tremendous background in aviation. He further described Mr. Smith as an excellent pilot, a great leader, and possessed great people skills.

When asked to assess Mr. Smith's ability as a pilot, Mr. Weiss once again characterized Mr. Smith as an excellent pilot. He said he had personally flown with Mr. Smith about 10 times while at Conoco Phillips, most recently in 2009 on the 737-200 equipment and that there were no issues with Mr. Smith's abilities.

Mr. Weiss said the last time he saw Mr. Smith was at a retirement party in his (Mr. Smith's) honor, which was held at the Alaska Airman's Museum. He said Mr. Smith's mood was good and that he always had a smile on his face.

When asked if he had any other contact with Mr. Smith, Mr. Weiss said that he had spoken with him on the telephone a few times a couple of weeks after his retirement party, at which time Mr.

Smith was in good spirits and was involved in his Albatross. Mr. Weiss said he did not know that Mr. Smith was flying for a lodge.

When asked by Mr. Smith left Conoco Phillips, he said that Mr. Smith had initially come on board with the company to reorganize the aviation department, and to help bring on the 737-700 aircraft, which he thought would take of couple of years, and then it would be time to move on.....that this would fit into his life's future. Mr. Weiss said that Mr. Smith had accomplished his goals and that he had made the decision to leave the company. When asked about a possible problem Mr. Smith might have had with the upper-level management in Houston, Mr. Weiss revealed that management's and Mr. Smith's management perspective were different, but Mr. Smith had left the company with no hard feelings.

Mr. Weiss was asked if he had noticed any difference in Mr. Smith's behavior recently, to which Mr. Weiss replied that Mr. Smith was in great spirits since his Conoco retirement, had been happy to move on, that he was moving on in life, and that he was basically happy and jovial.

When asked if there was anything detected relative to Mr. Smith's alertness, Mr. Weiss responded, "No. None whatsoever." When asked if Mr. Smith ever talked about his sleep patterns, Mr. Weiss responded, "No. He never did." And when asked about Mr. Smith's memory, Mr. Weiss commented that Mr. Smith impressed him with his memory items, that his knowledge of the 737 was very impressive, that he thought he had a high intelligent quotient (IQ), and that he thought he was on the order of a "genius."

Mr. Weiss was asked about the stroke Mr. Smith had experienced and how it might have affected him. He replied that it was hard for him to say, but that you could tell that he was coming back from it. He said that while at Conoco Phillips he would say that Mr. Smith was the pilot he was before the event (the stroke). Mr. Weiss also commented about observing Mr. Smith after he had had the stroke --- that he could tell he had experienced an event by an eye twitch, and that his demeanor wasn't quite like it was before the event. He said Mr. Smith was a little slower and hesitant in doing things.

Mr. Weiss concluded by saying that recently Mr. Smith was learning how to play the violin, that he was very deliberate in what he did, and that he was in excellent health.