

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

AIRBUS HELICOPTER CRASH *

GLACIER BAY NATIONAL PARK * Accident No.: CEN18FA391

SEPTEMBER 28, 2018 *

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Interview of: DEBBIE KING
Last Frontier Aviation Group

Wednesday,
November 7, 2018

APPEARANCES:

JOSHUA LINDBERG, Air Safety Investigator
National Transportation Safety Board

I N D E X

ITEM

PAGE

Interview of Debbie King:

By Mr. Lindberg

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I N T E R V I E W

(1:00 p.m.)

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3 MR. LINDBERG: It is November 7th, Wednesday, at just after
4 1 p.m. Alaska Time. In the room, Josh Lindberg, NTSB, and Debbie
5 King. And we'll go ahead and start the interview now.

INTERVIEW OF DEBBIE KING

BY MR. LINDBERG:

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8 Q. So, if you would, tell me whatever you remember from the --
9 Dave being contracted or being asked to help deliver this
10 helicopter, to all the communications that you had with him
11 throughout the flight, anything that you remember that is
12 significant in your mind and -- anything at all.

13 A. So back in, it was either late May or early June, we were
14 contacted by Airbus to potentially provide some hour building type
15 training with Josh. And we do have a contract with Airbus that we
16 did all of that. There were -- I think that I submitted to you
17 the number of hours that --

18 Q. Um-hum.

19 A. -- where they flew all summer long. Dave and Josh ended
20 up -- Josh started flying with our check airman and --

21 Q. Jay?

22 A. Jay Laub, um-hum, and went through that process with Jay, and
23 then Dave took over flying with Josh. It was mainly building
24 hours, but they started doing things like training for sling work,
25 you know, carrying cargo, and had many great conversations. Aiden

1 and Andrew both flew with them on a couple of occasions.

2 The culmination of that contract was going to be for the 5
3 days of flight time coming back to Alaska. So -- and I want to
4 say the 23rd of September we were in Salt Lake City. Dave and I
5 had gone down on the Tuesday before, and then he left for Texas
6 and I came back to Anchorage here.

7 He -- they did the initial -- he met with Josh on the 24th.
8 On the 25th they took off. I was in contact with them along the
9 way. We -- at first the tracking didn't work and then we got that
10 fixed so that I could track where they were going. They went to
11 multiple places, Josh's family along the way, picked up family,
12 dropped family off. Had a grand time. Some of the pictures were
13 wonderful.

14 Friday morning the 28th, Dave called at about -- I want to
15 say around 9. I can look at my phone and get exact details if you
16 need it. And I text him back that could I call him back in a
17 minute because I was on the phone. I was at our office and I was
18 on a business call. And he said, we're just leaving Juneau for
19 Yakutat; I'll call you from there. And a little while later, I
20 got another text from him that said, tell Jim, who's our director
21 of maintenance, to plan on -- that we'll be there between 4 and 5.
22 Tell him to plan on sticking around and helping do a 30-hour
23 before he leaves today.

24 And, so that was the plan -- you know, in my mind it's
25 between 4 and 5. That's, you know, our flight tracking that we

1 have this estimated time to have you back. And, you know,
2 sometimes Spidertracks don't work or the -- you know, for some
3 reason that there's always interesting instances of why tracking
4 doesn't work exactly. And so at, you know, the 10:51, the last
5 ping that came on the tracking, I thought that that was weird, but
6 then also went back and looked at my text from Dave that said that
7 they were in a little place, the Bell 2 Lodge in -- down in
8 Southeast. They had stayed. It was real expensive for Internet
9 and there was bad cell service. And I was just thinking that
10 maybe they didn't have the opportunity to charge that inReach,
11 cause it's just a little, you know, inReach device.

12 Q. Um-hum.

13 A. So I'm thinking they didn't get it charged or whatever.
14 Well, I'm not going to worry about that and I'll see him between 4
15 and 5. So 4 o'clock came, 5 o'clock came, and -- or at almost 5
16 o'clock. People are getting ready to go home and I'm telling Jim
17 I'm getting worried, they should be here. Because our pattern is
18 that when he's close, that even if he's -- you know, hits Valdez,
19 hits cell towers, he'll text me and say, I'm another hour out, 45-
20 minutes out, whatever, and I wasn't getting those texts.

21 And so, I had, you know, talked to Jim. We went back -- I
22 started backtracking. Went, you know, called Yakutat. Tried to
23 track somebody down there to see if they had ever showed up for
24 fuel. They hadn't. And so I called the Juneau flight service and
25 they asked me if I wanted to start a search, and I said, yes,

1 because something's wrong. They never showed up in Yakutat for
2 fuel or -- you know, we definitely need a search. And, you know,
3 that took several hours to get launched. They have to ask
4 questions. I was on and off the phone with the Coast Guard for
5 several hours, and it took an hour for them to get ahold of me and
6 -- back ahold of me, and several hours to -- you know, they wanted
7 cell numbers and things trying to triangulate and get history and
8 records. And so I got all that information and -- to them, and
9 then it was kind of a sit and wait deal.

10 And then by, I think it was 12:30 the morning of the 29th,
11 that I got the call from Coast Guard that we -- that they had
12 found Aiden and found parts of the wreck, that the ELT was really
13 faint and when they hovered above it, they actually got that faint
14 ping of the ELT, but nothing before that.

15 I do have -- I kept notes on all of my conversations with
16 everybody, from the onset of that. So if you any of that --

17 Q. Yeah. I think that'd be really helpful.

18 A. -- accurate information, then --

19 Q. If you don't mind sharing that.

20 A. No. I've got it all. I can scan it and email it to you.

21 Q. Okay. Yeah.

22 A. I mean, some of it's kind of jumbled notes, but it's, you
23 know, all of the contacts that I had with the different people,
24 with Coast Guard and --

25 Q. Sure.

1 A. -- then the troopers and then, you know, we called
2 congressmen trying to, you know, launch search efforts and that,
3 and the congressman's office was amazingly helpful. But by that
4 point, I guess, they had already found Dave, and --

5 Q. Um-hum.

6 A. -- on that Monday. And, of course, couldn't tell me anything
7 until they got back and went through the whole process that
8 they've got to do. So --

9 Q. Yeah.

10 A. But, yeah, I can scan and get you that information, just the
11 people I talked to, and the times and what was asked and the
12 information --

13 Q. Yeah.

14 A. -- I gave them, and all that, if you want. So --

15 Q. Yeah, that'd be good. The other thing, now that we're
16 talking about that, it might be helpful -- and I don't want to use
17 all of your text messages, but what I am interested in are times
18 that he texted you along the route from Grand Prairie all the way
19 up.

20 A. Okay.

21 Q. If you could -- when you're scanning the rest of those
22 things, if you could make some sort of list of at this time he
23 texted me they were leaving this location.

24 A. Sure. Sure. Yeah.

25 Q. You know, I think it might be a little bit diving too much

1 into your privacy if I asked for the whole text thread. I don't
2 think that's necessary. But just when you're leaving -- when he
3 was leaving certain places, just so that we kind of have a
4 background of as he was communicating with you.

5 A. Yeah. Absolutely.

6 Q. The inReach device, is that a Garmin?

7 A. I believe it is Garmin.

8 Q. Yeah, I thought so.

9 A. The tracking.

10 Q. And you don't need to look those up now. We can --

11 A. I was just going to say I don't think that there's anything
12 super personal if -- it was, I mean, because we were able to have
13 phone conversations. But this would be -- the 25th. Yeah, so I
14 can -- I absolutely can do that, no problem. So --

15 Q. Okay. So you said you were in Salt Lake with Dave before he
16 went Grand Prairie?

17 A. Yeah, we went down on the 18th, which was our eighth
18 anniversary, and went down to the doTERRA convention in Salt Lake
19 City. And we got to be there for 6 days and play and have a great
20 time. And then, he, like I said, got on the plane that Sunday
21 afternoon to go to Texas, and I came back to Alaska. So --

22 Q. Okay. The plan for who was planning on flying throughout,
23 was it always for Josh to do all the flying?

24 A. Absolutely. Because it's -- the whole idea was for him to
25 build flight hours and Dave be along as the, you know, the senior

1 pilot. But it was all Josh's flying for, you know, building
2 hours. And that's a pretty common thing. You know, this -- our
3 insurance knew that too, and it was a pretty common thing for --
4 you know, to build pilot hours for them to fly the ferries. So --

5 Q. Okay. And Dave is not a flight instructor.

6 A. No.

7 Q. So the training, or the flying that Dave and Josh were doing
8 together was --

9 A. It was just building flight hours for Josh.

10 Q. Okay.

11 A. Because he'd already had his helicopter add-on, and -- in our
12 22 or 44 or whatever it was. So he had his helicopter add-on.
13 And they weren't flying -- I mean, it was all -- it wasn't 135.
14 We weren't adding him to our certificate or anything, but we did,
15 you know, do some of the protocols. Like he had to go do a drug
16 test, and then we had our check airman go through things with him,
17 you know, some of the grounds and some of the, you know, the
18 flight stuff, to make sure that he was, you know, an adequate
19 pilot to be in our aircraft.

20 Q. Sure.

21 A. And so, all of those things were done. And then when Dave
22 got to fly with Josh, he was really impressed with what a good
23 stick he was. I mean, and Jay had said the same thing. And he's,
24 you know, a good common-sense guy. He's got lots of aviation
25 experience, fixed wing experience, and, you know, Dave wasn't

1 hesitant at all to continue to get in the aircraft with him and
2 work on stuff. They'd go out and do -- you know, they would just
3 go out and practice doing all the different things. You know, it
4 was kind of the -- rather than formal training, which had already
5 been taken care of over here, this is the actual like, you know,
6 boots on the ground, what you're going to do when you're in the
7 aircraft --

8 Q. Yeah.

9 A. -- with your family and when you're slinging and when you're
10 doing this. And so, it was more that, you know, the --

11 Q. It's kind of like informal training. Here's how I can --

12 A. Right. Here's --

13 Q. -- let me show you the real world.

14 A. Yeah. Exactly, exactly.

15 Q. Yeah, okay.

16 A. And so it was -- and the contract we had with Airbus was
17 really just to build flight hours with Josh. So --

18 Q. So these that you sent me here, how -- other than, like on
19 this: Where is the hook? Hook installed. Thanks, Dave.

20 So I know that he was flying with Dave on this one.

21 A. Um-hum.

22 Q. How else can I determine -- is there a way to determine who
23 was flying with Josh?

24 A. If you look at the email that I sent you, that -- I did that
25 because I got it off of my calendar --

1 Q. Oh, okay. Gotcha.

2 A. -- who flies where. So --

3 Q. So I just need to compare that with this?

4 A. So, yeah, that --

5 Q. Okay.

6 A. So I was pretty specific. And there's one of these missing
7 that somebody didn't turn in.

8 Q. Um-hum.

9 A. And I don't know where that got missed, but that's notated in
10 that email, as well.

11 Q. Gotcha. All right.

12 A. The days he was flying with Jay and the days he was flying
13 with Dave. So --

14 Q. That makes sense. And these -- besides the one that's
15 missing, these are all the hours that were flown by Josh in the
16 summer?

17 A. In -- at our facility, yes.

18 Q. Yeah.

19 A. Yes, sir.

20 Q. Okay. Perfect.

21 A. Yeah. In our aircraft, I should say. So --

22 Q. Yeah. So all of these were in 295-Lima-Fox?

23 A. Most of them, yeah.

24 Q. And so that's --

25 A. Yeah, I think all of them actually.

1 Q. Yeah.

2 A. I think all the training happened in 295, so --

3 Q. All those were, and that's a B2?

4 A. Yep. Yeah. It's a B2.

5 Q. Do you guys have a B3?

6 A. We don't.

7 Q. Okay. But you had one a while back, right?

8 A. We did, yeah.

9 Q. A 175, I think?

10 A. 175-Lima-Fox, that was years ago. And then 324 -- 324, what
11 was it's -- 324LF, I believe, was a couple years ago. I want to
12 say in 2016 for a period of time.

13 Q. Okay. So all of the flying that was done, was in a B2 -

14 A. Um-hum.

15 Q. -- and none of it, at least with you guys, in a B3?

16 A. Right, right.

17 Q. Okay. The flying that was done with Jay at the beginning of
18 the summer just to check him out, that was also in the B2?

19 That's, that --

20 A. Yep.

21 Q. -- these flights here?

22 A. Correct. That's reflected in those, yeah.

23 Q. Okay, gotcha. So was there any concern at all that you
24 remember about him flying in a B2 and not a B3 that he was going
25 to be having himself?

1 A. None whatsoever. I mean, they -- there was none -- no
2 concern whatsoever on Josh's abilities or having him in our
3 aircraft or the transition into the B3. Because I think he
4 was -- I remember, and I don't -- but I don't have the specific
5 dates or times of the conversation, that he had gone down for the
6 B3, the Airbus training.

7 Q. Yes.

8 A. And so this is just building flight hours. This is --

9 Q. Yeah.

10 A. -- building flight hours. So, and B2, B3, even though
11 that -- there are differences in the aircraft, the majority of
12 what they were working on, landings, you know, the hook, most of
13 the flying, that kind of thing, that is all transferable, you
14 know.

15 Q. It's all the same. Yeah. Sure.

16 A. So -- one aircraft to the other. So, I mean, the startup
17 procedures are a little different, and shutdowns, and I'm sure
18 that there are many other intricacies that I'm not aware of,
19 but --

20 Q. Okay. But there was no real concern because it was just
21 building hours.

22 A. Right.

23 Q. And it's not like you're trying to get technical on the
24 helicopter; that's what you did at the factory with Airbus.

25 A. That's right. Correct.

1 Q. Yeah. And I think he completed that in May, early May I
2 think is when he was down there.

3 A. That would sound right because that's why --

4 Q. Yeah.

5 A. -- Airbus would have, you know, tried to figure out how they
6 could -- you know, for the additional training that they were
7 supposed to have, because Josh couldn't stay down there to train,
8 but then --

9 Q. Right.

10 A. -- to work out something up here. And even then, they didn't
11 get to do all of the hours that were available to them in that 3-
12 month period just because of both his and Dave's work schedules,
13 so --

14 Q. Sure. Yeah.

15 A. It was summertime in Alaska, so --

16 Q. Yeah. And so part of the additional training or at least
17 flight hour building was going to be coming up from Grand Prairie
18 to Alaska?

19 A. Yes, sir.

20 Q. That was added in there?

21 A. Yeah, that was all included in that, yeah.

22 Q. Okay. Yeah. Talk to me about the insurance coverage.

23 A. So because Josh didn't have -- was a low time pilot, he could
24 not get coverage on his own. And he and Dave had, you know, long
25 discussions that -- you know, out flying and doing all this

1 training. They were very like-minded with, and very much enjoyed
2 each other's company, from the conversations I had with Dave and
3 then the conversations I was involved in at our shop. So they --
4 there was all kinds of talk about having this aircraft be
5 maintained at our facility, having -- at the end of the day, that
6 \$3.7 million aircraft from Airbus didn't have the floor window
7 installed as it was supposed to for the cargo swing, and -- or to
8 be able to sling, and so he and Dave were talking about, you know,
9 us installing that or Alaska HeliworX installing that.

10 And the -- so they were just -- so with the insurance, and
11 I'm not sure all the technicalities of that. There's -- I have
12 nothing in writing. It's just that Dave put this aircraft on our
13 insurance and he would fly as the senior pilot, and that's how
14 that happened.

15 Q. Um-hum.

16 A. Josh would pay the premium and then when we got back up here
17 to Alaska, I don't know what was going to happen with that. I
18 don't know -- I mean, there had been talks about, you know, maybe
19 leasing this aircraft during heliski season, you know, if they
20 weren't going to use it in the wintertime. There was all kinds of
21 conversations about all kinds of things but I never saw anything
22 in writing about a decision. I just -- this was just two guys
23 that really thought highly of each other, trusted each other, did
24 a hand-shake deal and, you know, moved forward.

25 Q. Um-hum. Yeah, there's nothing that needs to be written down

1 and there's --

2 A. Right. Yeah, if --

3 Q. Yeah. So was the plan then to keep it at your place and Josh
4 would go back and forth from his house, or --

5 A. I don't think so. I -- because in that text from Dave, it
6 was like to do a 30-hour. So it sounds like he may have been
7 going to -- they reached whatever level and he'd have flown back
8 into town with the boys himself.

9 Q. Okay.

10 A. You know, drop Dave off and gone in there. I don't know that
11 for sure, but -- or maybe it was Dave was going to have to go in
12 there and I'd have to go pick him up. I don't know exactly. I
13 don't have any of that in writing. They were just going to do a
14 30-hour at our shop when they got back.

15 Q. Okay.

16 A. And, yeah, and I don't know how the rest of that played out,
17 if he had enough hours built at that time then to fly it by
18 himself or -- you know, I don't know. I don't know any of that,
19 so --

20 Q. Right. Okay. All right. Yeah -- okay, answers that. The
21 morning of the accident you said that you talked to him when they
22 were leaving Juneau?

23 A. I didn't get to talk to him. I was on the phone, and so --

24 Q. But he texted you?

25 A. So I texted him, yeah.

1 Q. Okay.

2 A. So -- and I -- you're welcome to, you're welcome to look at
3 these texts. I mean, this is --

4 Q. I'm just trying to get a little bit of a background of what
5 was going on that morning, especially what was going on the
6 morning before, how tired they might have been, how much sleep
7 they got, that kind of stuff.

8 A. So you're thinking of that Thursday, the Thursday and Friday?

9 Q. Yeah. Yeah, well -- like what time were they waking up, if
10 you know; what time were they taking off?

11 A. Well, here's Wednesday. If you want to just scroll through.
12 This starts Wednesday. Sent pictures and --

13 Q. So this was in Ely, Nevada for fuel; north to Nampa, Idaho
14 from here. And then flew over Bryce Canyon, 1:24 p.m., 26th. So
15 then Thursday morning, Bell 2 Lodge, I'll be in Petersburg. So
16 that's where they stayed the night before.

17 A. Um-hum.

18 Q. And then Palmer by late afternoon. Okay. So that was 8:18
19 p.m. on Thursday evening. Okay.

20 A. And so there was one -- at one point where we were wondering
21 if maybe they had gotten bad fuel someplace and -- you know, a
22 heliski lodge that would be using fuel from, you know, last
23 heliski season --

24 Q. Oh, okay.

25 A. -- that kind of thing. And so when we were doing that, we

1 were trying to -- I don't remember why, but I had called Lindsay
2 and we were going through credit card charges for fuel, seeing if
3 we could find the names of things. And one of her comments was
4 about the -- like the kids all bought T-shirts, and so they
5 apparently had a pretty good time while they were there.

6 Q. Um-hum. At Petersburg?

7 A. Or, you know, at the Bell 2.

8 Q. Okay.

9 A. It's across the little inlet, whatever, from Petersburg.

10 Q. Um-hum.

11 A. But I guess we were wondering if fuel was a concern or could
12 have played a role at all. So, I mean, and I don't even know
13 if --

14 Q. Yeah. Well, they refueled the morning when they got to
15 Juneau --

16 A. Right.

17 Q. -- and they took on a full load of fuel there. And we did a
18 bunch of fuel testing on that --

19 A. Okay.

20 Q. -- and we found nothing wrong with that. So --

21 A. But it was a fuel -- full load that they were --

22 Q. Yes.

23 A. Okay. It wasn't anything left over from -- because they did
24 get fuel at Bell 2.

25 Q. Yeah. I mean, there could have been some residual, but even

1 in the testing of the fuel that was on the aircraft still, nothing
2 wrong with the fuel there.

3 A. Okay.

4 Q. Okay. So they -- that was Thursday night. And then Friday
5 morning, 8:40 a.m., on the coast between Petersburg and Juneau.
6 So that was Petersburg to Juneau, then fueled at Juneau. And then
7 at 9:51, leaving Juneau in a few minutes for Yakutat.

8 A. And an hour later they were --

9 Q. 9:51.

10 A. Yeah.

11 Q. Okay. So 9:51, and that's when you missed the call? Or when
12 he tried to call?

13 A. So this was -- at 9:52, I text him back, I said, I'm so
14 sorry, on a call; everything okay? He said, all is well, no
15 worries. Are you heading for the ranch this afternoon? Blah,
16 blah, blah. I think we'll be in between 4 to 5 p.m. And that was
17 at 9:54. And I said, we'll wait in Palmer for you. And then,
18 okay, can you have Jim be ready to help with a quick 30-hour? And
19 that was at 9:56. Then I said at 9:57, will do.

20 And the day got away from me. I went and talked to Jim and
21 finally got back and text him at 11:51, said that Jim's asking for
22 the -- Jim was concerned, our chief pilot -- or no, director of
23 maintenance was concerned about any maintenance that had been done
24 and the records, that they were at Airbus, for him to sign off on
25 a 30-hour, so --

1 Q. Okay.

2 A. I was texting Dave back going, so Jim's worried about this,
3 and then, of course, never heard back from him because that was,
4 you know, at 11:51 --

5 Q. Okay.

6 A. -- and they're --

7 Q. All right. The records here that you gave me for Dave, so
8 did he keep a standard logbook of each flight, either in paper or
9 electronic, or is it all --

10 A. It's all basically in our -- because for our 135 I had to
11 keep pilot records, so in the pilot book is all the things that
12 FAA requires, along with the flight and duty reports and then the
13 summaries. So the monthly flight and duty and the summary report,
14 but that's basically what we go off of.

15 Q. Okay.

16 A. And then I have backup of that for my calendar. You know, I
17 keep a flight calendar of who flew when. And then my -- for
18 invoicing and things like that. So --

19 Q. Okay. So these here, like this one, the summary, this is for
20 2018, and it's got flight summary and duty officer summary?

21 A. Duty -- so the duty off months. So --

22 Q. Oh, okay.

23 A. So, and we have two operating companies. We have Lost
24 Frontier Air Ventures and then Arctic Prism Helicopters. And so
25 each one of those operating certificates has to keep separate

1 records. And so their off months are probably pretty much the --
2 well, maybe not, they're pretty much the same, because -- so like
3 Last Frontier is the primary operating company in our heliski, so
4 there'll be more in the February, March, April months here and
5 nothing in those months for Arctic Prism Helicopters.

6 Q. Okay. I understand.

7 A. And then when he flew later in the year, it was more for
8 Arctic Prism and not for Last Frontier. So --

9 Q. Okay.

10 A. It kind of depends on the time of year.

11 Q. Yeah. So for these, they're just summaries so they don't
12 really show which helicopter was being flown nor how many hours
13 per flight?

14 A. Did I just send the --

15 Q. I think so.

16 A. -- the summary?

17 Q. This is all I had in the email anyway.

18 A. Okay. So do you want the individual months --

19 Q. Yeah.

20 A. -- for each company?

21 Q. Yeah. And if it shows the -- which helicopter he was flying,
22 for how long, destination -- departure and destination, any
23 information like that would be helpful, but --

24 A. I don't think it will. I think it will show the helicopter
25 and then the start and stop time of --

1 Q. Okay.

2 A. -- like the hours in the single pilot. So --

3 Q. Yeah, that'd be good.

4 A. Okay. So email, text, and then you want the -- and for 2018?

5 Q. Yes.

6 A. And both Artic Prism and --

7 Q. Yeah. Any flights he was taking, especially in a A-Star.

8 And so, the only helicopters you had were B2s? Did you have, do

9 you have any other helicopters besides that?

10 A. We have three MD-500s --

11 Q. Okay.

12 A. -- as well, but they are -- they have been packaged for sale,

13 and so they were not flyable. Dave hasn't flown the 500 in the

14 last couple years, so --

15 Q. Okay.

16 A. Yeah.

17 Q. All right. So you had three 500s and how many B2s?

18 A. Three.

19 Q. Three. So three of each and that's it?

20 A. Um-hum.

21 Q. Okay. And those are kept in Palmer?

22 A. Um-hum.

23 Q. At your facility?

24 A. Yeah.

25 Q. All right.

1 A. Which I no longer have. That's gone back to the bank, and --

2 Q. Yeah. I think I -- you told me that, yeah.

3 A. Yeah.

4 Q. So is everything -- you said that you took some stuff back to
5 your house --

6 A. Our personal stuff. Because we were living at our facility
7 there during the week --

8 Q. Gotcha.

9 A. -- and then going back on the weekends. Anything pertaining
10 to the aircraft is still there. The banks have been notified and
11 they're all in conversation with each other there about what goes
12 where, when, so --

13 Q. Sure. Okay. All right.

14 A. But all the maintenance records and everything are there and
15 available and, you know, if you needed to --

16 Q. Yeah. Well, since it wasn't one of those helicopters, it's
17 probably not of concern. Really all I'm worried about now is just
18 the past flight history and things that might pertain to this
19 accident specifically. So, yeah, if you can send each individual
20 flights, I think that'll be helpful.

21 And we talked about your B2s. Did you guys have agreements
22 with any other local helicopter companies for flying or is it just
23 you fly your helicopters?

24 A. We had, what is it called, interagency agreements with FAA
25 for Artic Prism and Last Frontier to share aircraft back and forth

1 on each certificate, but that was all.

2 Q. Okay. Yeah, that's pretty typical. All right. Any
3 concerns? I know you said that Josh was a good stick per Dave and
4 Jay. Any concerns at all about Josh's flying or anything --

5 A. Not at all. And Dave would've mentioned it. You know, he
6 was a pretty good -- I always hate to say judge of character, but
7 he was -- you know, he knows flying, right. Like he grew up with
8 it. Like he knows. And like if somebody's, like, no, no, they're
9 not -- no, we're not doing this.

10 Q. Yeah.

11 A. You know, he wouldn't risk our whole business and our whole
12 organization for an iffy thing. Right?

13 Q. Sure.

14 A. And he, you know, really thought highly of Josh being a guy
15 who's -- you know, his creative ideas and his -- my husband is a
16 big thinker, so they had lots of great creative business planning
17 type conversations and very like minded in that respect. And, you
18 know, both good Christian people and, like I said, they had a high
19 regard for each other. They -- I had opportunity to visit with
20 Josh, and when he would talk about getting to fly with Dave and
21 how much he appreciated and how much he learned and how patient he
22 was and, you know, those kind of things. So they -- I don't think
23 that Dave would have ever done the whole flight up from Texas
24 thing --

25 Q. Oh, yeah.

1 A. -- if there had a been any kind of concern, at all --
2 Q. Yeah. Yeah.
3 A. -- ever. So --
4 Q. And how long have they known each other?
5 A. Just -- they just met in June.
6 Q. Yeah.
7 A. Yeah.
8 Q. So they met when Airbus came to you guys to say, we've got a
9 contract; help us out here.
10 A. Right.
11 Q. Okay. And do you know if Jay had known Josh before that or
12 had they had just met?
13 A. No.
14 Q. Okay.
15 A. No, we called him in to do training. So --
16 Q. Have you talked to Jay at all about --
17 A. I haven't talked to Jay yet.
18 Q. Okay.
19 A. Haven't talked to Jay yet. That's going to be, you know --
20 it's going to be a tearful conversation. I haven't been able to
21 do it yet.
22 Q. Sure.
23 A. You know?
24 Q. Do you have his contact information --
25 A. I do.

1 Q. -- that you could share?

2 A. Yeah.

3 Q. I'd like to talk to him just to get some more background.

4 A. Absolutely. And I think that Clint, from your office here --

5 Q. Yeah.

6 A. -- they've spoken.

7 Q. Um-hum.

8 A. So it's Jay Laub, L-A-U-B, and his cell is [REDACTED].

9 Q. Okay. And he's local? Where does he live?

10 A. Virtually --

11 Q. Where's that?

12 A. Between -- close to Eagle River.

13 Q. Okay.

14 A. Just out of town, so --

15 Q. Gotcha. Okay.

16 A. Between here and Palmer.

17 Q. Okay. Yeah, I'll give him a call, because I certainly just
18 want to get his take on it and --

19 A. Sure. Sure.

20 Q. -- see what else he can tell me. Anybody else you can think
21 of that interacted with Josh or that flew with Josh that you'd
22 know?

23 A. No. No, not before. I mean, I know they talked -- they did
24 a lot of -- had a lot of conversations about fixed-wing aircraft
25 and Josh had a Beaver and they had -- you know, he and Dave

1 talked. And because Dave had Gulkana Air Service and flew fixed
2 wing for many, many years, and --

3 Q. Um-hum.

4 A. -- before he got into helicopters. And so, no, they just had
5 that bond, you know, that aviation bond and then the -- you know,
6 that creative business building kind of bond. And so they had all
7 kinds of great plans moving forward and things to do and -- yeah.

8 Q. Okay. Well, I can't think of anything else. I think I've
9 asked everything I'm concerned about or that I was interested in.
10 Anything else you want to say, at least while we're recording?

11 A. No, I don't think so. I think that -- no.

12 MR. LINDBERGH: Okay. All right. Well, I'll go ahead and
13 end the recording now, 1:35 p.m.

14 (Whereupon, at 1:35 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: AIRBUS HELICOPTER CRASH
 GLACIER BAY NATIONAL PARK
 SEPTEMBER 28, 2018
 Interview of Debbie King

ACCIDENT NO.: CEN18FA391

PLACE:

DATE: November 7, 2018

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Deborah Dowling Swergart
Transcriber