



## RECORD OF CONVERSATION

**Clinton O. Johnson**  
**Chief, Alaska Region**  
**Alaska Regional Office**

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**Date: November 9, 2016 @ 1000**  
**Person Contacted: Steven and Linda Suydan**  
**NTSB Accident Number: ANC16LA062, N91AK**

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### **Narrative:**

I interviewed Mr. and Mrs. Suydan at Alaska Native Medical Center prior to their release from the hospital. They were each seriously injured in the DHC-2 Island Air accident that occurred on September 9, 2016. They are both Kodiak Island residents. NTSB investigator Noreen Price was also present.

During the interview, Mrs. Suydan said that she was seated behind the pilot and has few memories from that day. She remembered grabbing the seat next to her when she realized that the airplane was crashing. Mrs. Suydan stated that she was employed as an aviation dispatcher and did not think that the operator should have taken company personnel to Lake Uganik with passengers on board because it was not their scheduled destination.

Mr. Suydan indicated that he remembered much of the accident flight and that he has some piloting experience, but not an airmen license. He said that he had some concerns about the pilot deciding to land at Lake Uganik to drop off maintenance personnel because the west winds were challenging and there were white caps. According to Mr. Suydan, the lake landing seemed normal. He was relocated to the front passenger seat for the departure from Lake Uganik. He said that the airplane was loaded very full, but did not seem overloaded. The back cargo area was filled almost up to the top. He said the lake had 8-12 inches "of chop." Mr. Suydan did not know the flap position but thinks that he remembers the pilot pumping the flaps down. The takeoff run to the west seemed good. Mr. Suydan indicated the airplane climbed slowly and it looked like they were very close to hitting a ridge estimated to be 400 feet. Mr. Suydan thought that they would make it and said to the pilot "it looks like we're going to be okay." The pilot then suddenly turned to the left in a very steep angle of bank and Mr. Suydan felt significant G loading. He said that they turned for about 180 degrees and then the nose dropped rapidly and started to corkscrew. He braced for impact prior to the airplane hitting the water. After the

crash, he pulled his wife up from under the water and he tended to the pilot while waiting for witnesses at the lake to rescue them.

Mr. Suydan said that he did not agree with the Preliminary report where it said that the left turn was gradual. He insisted that the pilot made an aggressive maneuver.

At the conclusion of our conversation, Mr. and Mrs. Suydan agreed to provide written statements regarding their experience during the accident flight.

*End*