

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

December 4, 2020

**Attachment 2 – Interview Transcript with Inspector Dahl - FAA**

**OPERATIONAL FACTORS**

ANC20LA074AB

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL MID-AIR COLLISION OF A DE  
HAVILLAND DHC-2 BEAVER, N4982U, WITH  
A PIPER PA-12, N2587M, NEAR SOLDOTNA,  
ALASKA, ON JULY 31, 2020

\* Accident No.: ANC20LA074

\* \* \* \* \*

Interview of: MATHEW DAHL, Principal Operations Inspector  
Federal Aviation Administration

Via telephone

Wednesday,  
August 26, 2020

APPEARANCES:

SHAWN ETCHER, Air Safety Investigator  
National Transportation Safety Board

BRICE BANNING, Investigator in Charge  
National Transportation Safety Board

RUSSELL CHRISTENSEN, Assistant Chief Counsel for  
Litigation and General Law, AGC-400  
Federal Aviation Administration  
(On behalf of Mr. Dahl)

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I N T E R V I E W

(11:04 a.m. CDT)

1  
2  
3 MR. ETCHER: All righty. Well, Mathew, again, good morning.  
4 My name is Shawn Etcher. I'm an investigator with the NTSB. I  
5 deal primarily with operational factors, kind of looking --  
6 cockpit-dooring forward, if you will, on all the interactions that  
7 occur at that time.

8 And we're talking to you today because of the mid-air event  
9 that took place near Soldotna, and we just want to learn all we  
10 can. And part of that is to understand as much as we can about  
11 each pilot, so that's why we are talking with you. As you can  
12 imagine, probably like your goal is always, we don't want these to  
13 ever occur any more than we have to, so if we can get it to stop,  
14 we'll do that, or at least hopefully try and get it to cease,  
15 mid-air and accidents.

16 There's a few other folks here on the line, as I said  
17 earlier. But we're going to go around the virtual room here for  
18 the recording so they can introduce themselves to you as well as  
19 their role and affiliation, and that way it makes it easier for  
20 everybody since we're not there in person.

21 Brice, would you be so kind?

22 MR. BANNING: Yeah. Hi, Matt. Brice Banning with the  
23 National Transportation Safety Board. I'm a senior aviation  
24 accident investigator and the investigator in charge for this  
25 event.

1 MR. ETCHER: Thanks, Brice.

2 Mr. Christensen?

3 MR. CHRISTENSEN: Good morning. I'm Russell Christensen.  
4 I'm assistant chief counsel for litigation and general law,  
5 AGC-400, at the FAA, and we're working with Mr. Dahl on this, and  
6 I'm here with him.

7 MR. ETCHER: All right. I appreciate it.

8 Mr. Dahl, that is everybody on the call that's introduced  
9 themselves except you, so we're going to give you plenty of  
10 opportunity in just a minute -- I'm sorry?

11 MR. DAHL: I didn't say anything. I was just chuckling,  
12 actually.

13 MR. ETCHER: Oh, okay. So, as part of our regulations, you  
14 are welcome to have one representative of your choice to attend.  
15 Is Mr. Christensen who you wish to attend with you?

16 MR. DAHL: Yes.

17 MR. ETCHER: Great. As part of our process, as I kind of  
18 explained earlier, we're going to record this interview, and we're  
19 going to have it transcribed. That transcription will actually  
20 become part of the public docket with the factual report when that  
21 all opens up in the future here. However, the audio itself will  
22 not be part of that public docket. Do you have any questions so  
23 far about our process?

24 MR. DAHL: No.

25 MR. ETCHER: Okay. Well, during this interview, if there's

1 any question I ask that you don't -- or anybody asks that you  
2 don't clearly understand or you have questions about, don't  
3 hesitate, ask for clarifications. Because I can promise you one  
4 thing, if you give me an answer that I don't understand, I'm going  
5 to ask for clarification, so it's a two-way street.

6 MR. DAHL: Got it.

7 MR. ETCHER: And if I ask something, and you just don't know,  
8 "hey, I don't know," works perfect. We always want to deal with  
9 as much facts as we can. And sometimes people's opinions do get  
10 interjected, and if that happens, it's okay, just please let us  
11 know. We don't want to confuse between opinions and facts, if  
12 that's clear enough.

13 MR. DAHL: Yep, it is.

14 MR. ETCHER: All right.

15 INTERVIEW OF MATHEW DAHL

16 BY MR. ETCHER:

17 Q. Mr. Dahl, would you give us your full legal name, and please  
18 spell the first and last for us?

19 A. So my name is Mathew with a single T, M-a-t-h-e-w, middle  
20 names Hans, H-a-n-s, last name Dahl, D-a-h-l.

21 Q. Great. Would you rather go by Mathew, Matt, Inspector,  
22 Mister -- how would you like us to call you?

23 A. Matt is fine.

24 Q. Okay. Could you give us what your official job title is?

25 A. So, currently, I'm just now coming up on my 5-year

1 anniversary working with the FAA as an aviation safety inspector,  
2 specifically an operations specialty, and then I work for the  
3 Juneau Flight Standards District Office as a POI, a principal  
4 operations inspector.

5 Q. All right. And, with your designation as a POI, does that  
6 require you to maintain any airman certificates or ratings, or do  
7 you have any airman certificates or ratings?

8 A. Yes, I actually have an ATP. I'm type-rated in the 747  
9 Classic and the Challenger 604, which is a Bombardier jet. I'm  
10 signed off, as (indiscernible), as a tailwheel pilot. I'm  
11 qualified to fly floats as well as multi-engine aircraft, and --  
12 well, I guess that's enough.

13 Q. That seems to be pretty well-rounded right there, so I  
14 appreciate it. With all that --

15 MR. CHRISTENSEN: This is Russ. Shawn, excuse me one second.

16 Matt, you said that's all of them, right? We want to give  
17 them all --

18 MR. DAHL: Well, I'm also -- so I used to live in Dubai. In  
19 a previous job, I flew a billionaire, with a b, around the world  
20 in his private jet. And so I actually have a GCAA, the Gulf  
21 Coalition Aviation Administration [sic] -- it's, if you will, the  
22 Middle East version of the FAA. I have a GCAA ATP and am  
23 type-rated in the Challenger 604 and 605 in the Middle East.

24 MR. ETCHER: Okay, great. Thanks.

25 And thanks, Russ, for interjecting there. I appreciate it.

1 BY MR. ETCHER:

2 Q. All right. Now, obviously, with that kind of certificates,  
3 you must have some flight time anyway, so can you give us just an  
4 approximation of how much flight time you have?

5 A. It slowly increases, right, over a -- so I have to maintain  
6 flight currency for the FAA in single- and multi-engine. I also  
7 maintain currency in turbine aircraft and then tailwheel and  
8 floats as well. I've got about 8,000, 8,300 hours, something like  
9 that, ballpark.

10 Q. Okay. That's a lot, and that's a good enough ballpark for  
11 me. I just like to make sure we have a good picture of you as  
12 well.

13 A. Well, thanks.

14 Q. Now, I know you started to tell us a little bit about your  
15 flying history. Can you kind of give us just a nice CliffsNotes  
16 version of all you can about your flying history, why you got into  
17 flying, and why you are where you are now? Just kind of give us a  
18 nice, round picture if you will.

19 A. So I was born in Alaska, in Anchorage, actually before it  
20 became a state. My father was a hunting guide. We spent a lot of  
21 time flying in small airplanes. My first flight that I can  
22 recall, I was sitting in the extended baggage section of a Super  
23 Cub, sitting behind my brother back then with the sleeping bags  
24 and other things, flying out to a trapper's cabin out on the  
25 Oshetna River, which is about 50 miles north of Eureka. That's

1 kind of the history of family and my introduction to flying;  
2 that's kind of what I thought flying was.

3       At one point, I owned a Cessna 170B I learned to fly in  
4 Alaska at Lake Hood. I had it for a number of years and then sold  
5 and then moved on with life and other things. Eventually, late  
6 '90s, I decided to go back into flying. Got my CFI, multi-engine,  
7 instrument, blah blah blah, and then taught for 2 years as a  
8 civilian instructor at the United States Air Force Academy in  
9 Colorado Springs teaching Air Force cadets how to fly. They have  
10 a big glider program there; I had a lot of tailwheel time and got  
11 hired to fly a tow plane, brand new CubCrafters, 180-horse Super  
12 Cubs. So I did that for a while.

13       Flew freight, then, in the Navajo throughout the Rocky  
14 Mountains for about a year and a half, and then flew a FedEx  
15 Feeder Caravan for another year and a half. Then I got hired by  
16 Delta Private Jets to charter on a Delta based in Cincinnati  
17 flying right seat in the Challenger 604, which is considered a  
18 heavy-business jet: 48,000 pounds, roughly 4,000 mile legs, so it  
19 can do oceanic. Did that for 2 years. Took a job in New  
20 Hampshire for a year with another company flying the same piece of  
21 equipment. Flew all over the world. Interestingly enough, we  
22 flew Hillary and Bill Clinton for about 3 months on the campaign  
23 trail.

24       Then moved to Dubai and flew the billionaire around for 2  
25 years. That contract ended; came back and flew for Southern Air

1 on the 747 based in Ethiopia, and then flew around the world about  
2 once every 10 days. Out of the blue, after a year and a half, the  
3 company from Dubai called and said, hey, would you like to come  
4 back? And it was about a \$110,000 a year raise, so we moved back  
5 to Muscat, Oman, which is (indiscernible). Did it for another 2  
6 years.

7       They sold the airplane, came back. I flew medevac in the  
8 state of Alaska in King Airs pretty much throughout the state,  
9 both dual pilot and single pilot, and then got hired by the FAA 5  
10 years ago.

11 Q. Wow. I'm speechless. That's a pretty impressive resume you  
12 have, so thanks for sharing it with us.

13       So we're going to start easing in, if you will, to kind of  
14 working our way down into discussing the operator that had the  
15 mid-air. But, in the process, I'm hoping you could educate me on  
16 how the FAA structure is there in Alaska and kind of what, every  
17 day, your job duties entail. If you could kind of help me learn  
18 what you do, that might help me make sure I ask the correct  
19 questions. So if you could kind of give me what your daily duties  
20 are with the FAA, I would appreciate it.

21 A. So I work for the Juneau FSDO as an off-site inspector. I  
22 actually worked for the Anchorage FSDO for a year and then had an  
23 opportunity to move to Juneau -- or with the Juneau FSDO but  
24 located down on the Kenai Peninsula, so I work out of my house on  
25 the Kenai. I live in Soldotna, which is about 144 miles south of

1 Anchorage.

2       As a POI, I'm assigned oversight of numerous Part 135 and a  
3 few Part 91 operations, as well as accident investigations --  
4 obviously, hence this interview -- and then any other  
5 investigations as assigned due to reckless or noise complaints,  
6 that sort of thing.

7       My primary job is to do the principal operations inspector  
8 oversight of the assigned certificate holders to ensure compliance  
9 with the rules and regulations, ensure the pilots and the flight  
10 operations are done correctly and safely, ensuring that the pilots  
11 are properly trained and are current, as well as understand their  
12 equipment that they're flying in, as well as the limitations. If  
13 you will, I'm the liaison between FAA and the operators.

14       I think one of the important things I do on a daily basis is  
15 to maintain a relationship with the operators, because aviation  
16 safety is a joint effort. Obviously, the FAA can't be everywhere  
17 at once, and so we try and make sure that the operators are also  
18 motivated to operate safely. Number one, it allows them to make  
19 money, right? If you -- once you're involved in an accident with  
20 lawyers, litigation, and everything else, sometimes that's not a  
21 possible goal. So that's kind of, if you will, like a 10,000-foot  
22 view of what I do.

23       I do a lot of checkrides, ensuring pilots are qualified and  
24 current to fly. A number of the operators that I'm assigned are  
25 single pilot, and then some obviously work for larger companies.

1 If a 135 operator is required to have a training program, then  
2 they are required, by regulation, to have check airmen to support  
3 that. And that's good, in theory, and I would say that the  
4 majority of large operators, in fact, do that. However, when you  
5 have a company that has, perhaps, a training program, but there's  
6 only one or two pilots, it's difficult to have a check airman. So  
7 I do a number of checkrides. I do a lot of float checkrides,  
8 tailwheel checkrides, and then some multi-engine and turbine as  
9 well. And that's kind of a brief overview.

10 Q. That was a great overview. You actually knocked off about  
11 six of my questions I had, so I appreciate that.

12 MR. CHRISTENSEN: Shawn, this is Russ. May I just ask one  
13 quick follow-up question?

14 MR. ETCHER: Okay.

15 MR. CHRISTENSEN: Which I think may help clarify.

16 So, Matt, you said that you work in Soldotna, and maybe I  
17 missed this when I was taking my notes, and the interview -- I  
18 mean, excuse me, the recording will capture it, but you are  
19 essentially embedded among several or many 135 operators here in  
20 Alaska there; would it be fair to say that, characterize it like  
21 that?

22 MR. DAHL: Yes, it would be fair to say that. I actually  
23 travel quite a bit. Not so much in the last, say, 5 months with  
24 the whole COVID thing, but I travel over a large portion of the  
25 state of Alaska with my job.

1 MR. ETCHER: Okay. Perfect.

2 MR. CHRISTENSEN: Thanks, Shawn. Thanks for the intrusion.

3 MR. ETCHER: No worries. And it's not an intrusion; that was  
4 going to be a question here in about, let me see, three questions.  
5 So I can scratch that one off, so I appreciate that.

6 BY MR. ETCHER:

7 Q. So, Matt, I know you said you have some certificate holders,  
8 both 91 and 135s. Can you help me understand how many  
9 certificates you manage that are 135 and how many are 91?

10 A. 91, I've only got two or three. It kind of fluctuates. I  
11 just lost one here a week or two ago; he decided to close up shop.  
12 I have I think 66 or 67, 135 operators.

13 Q. I'm sorry, maybe my phone broke up. Did you say 66 or 6-7?

14 A. Correct.

15 Q. Wow. So you know the next question out of my mouth is how  
16 are you able to manage 66 or 67, 135 operators around that very  
17 large state known as Alaska?

18 A. Well, it's a difficult workload. I think that's probably a  
19 fair statement. So I am the POI for I think every operator except  
20 one in Ketchikan, which is where I was last week. Also Taquan  
21 Air, which you may recognize. I have Yakutat, all of Cordova, all  
22 of the operators on the Kenai Peninsula, and then all of Kodiak as  
23 well.

24 Q. So, in my little mind, that really sounds like a lot. Do you  
25 have an assistant that kind of helps you with this? Are you --

1 do you kind of -- I don't want to say tag team it, because that  
2 sounds wrong, but do you have any assistants in dealing with this  
3 many operators?

4 A. So I work in conjunction with a maintenance and avionics  
5 inspector as well. I have an associate maintenance inspector who  
6 lives in Ketchikan who is extremely adept, and we work together  
7 very well. She helps a lot. I also have a maintenance inspector  
8 here on the Kenai, David Longan, who is also on this mid-air  
9 investigation, and he and I work together extensively. So they're  
10 obviously not assistants; we're peers. But we work together in  
11 conjunction and assist each other wherever we can, right.

12 Q. Okay. No, that makes sense. I just wanted to make sure you  
13 weren't out there all by yourself doing absolutely everything. So  
14 at least you have other peers that can help as well, so that's  
15 good.

16 This is probably a weird question perhaps, but -- considering  
17 what you just said, but what would you say some of your biggest  
18 challenges are with that many operators?

19 A. There's not enough time in the day.

20 Q. Okay.

21 A. So a big portion of my job is to maintain that relationship,  
22 because really, the operator or the pilots or the certificate  
23 holder is the one who's really responsible to operate safely. So  
24 I encourage them; I provide assistance in any way, shape, or form  
25 that I can, whether that's providing information -- part of the --

1 as an example, so with the limitation on travel that's been in  
2 effect really since March, one of the things I've done is -- so,  
3 going back to an earlier comment I made about check airmen, if a  
4 company has a training program, they also, arguably, probably have  
5 a check airman, depending obviously on the size of the company.

6 So what I've been able to do -- the FAA has issued exemptions  
7 for training, and so what I've been able to do is either issue an  
8 exemption so that it kind of gives them more time for a checkride,  
9 and then also what I do is authorize check airmen from one company  
10 that perhaps flies exactly the same equipment as another one so  
11 that their check airmen can do the checkrides for a number of the  
12 single-pilot operators, which number one, gives them their  
13 required annual checkride, but also allows me to have more time  
14 for other operations or other job functions.

15 Q. Okay. All right. Help me understand, earlier you talked  
16 about some of your smaller operators, and you also said some of  
17 your larger operators. What's a larger operator for you? I'm  
18 just trying to make sure I understand how big these operations can  
19 be.

20 A. So Taquan Air has I think ten Beavers on floats, DHC-2  
21 Beavers, and then three single-turbine Otters, so a total of 13  
22 aircraft, though right now, they're -- because of the COVID thing,  
23 they're running a winter operation, if you will. I think they're  
24 running four or five airplanes only; normally, in the summertime,  
25 they're running all 13. Alaska West Air on the Kenai Peninsula

1 has ten aircraft, I think two of which are turbine Otters. Those  
2 are the two big ones that come to mind.

3 Q. Okay, and thank you. That helps me understand, when you say  
4 large or small, it kind of helps me -- in my head, it helps me  
5 understand it a little bit. So thanks.

6 So, in the mid-air, we know some of the aircraft involved,  
7 and one of them was an operator known as High Adventure. Is that  
8 one of your certificates you manage?

9 A. Yes, it is.

10 Q. How long have you managed their certificate?

11 A. Well, actually, just this time since March of this year.

12 Q. So about 5 months? Is that what you mean by -- I'm sorry.

13 A. Yeah, about 5 months. Correct.

14 Q. All right. How did you come to acquire their certificate?

15 A. So there were other ops inspectors that were assigned to the  
16 Kenai Peninsula. One of them took a promotion and moved to  
17 Juneau, and so what the Juneau FSDO did is kind of reorganize the  
18 POIs. And so, in portion of that, that POI had a number of  
19 operators assigned on the Kenai Peninsula, one of which was High  
20 Adventure.

21 And, when he moved, they assigned everyone on the Kenai  
22 Peninsula to myself, which actually makes, as far as efficiency  
23 goes, a lot of sense, because I live down here already. For me to  
24 go see an operator on the Kenai or Soldotna is 15, maybe a  
25 30-minute drive, where for someone else it might be 2 or 3 hours

1 or might even be an all-day airline ride. And so it made sense to  
2 assign Kenai operators to me, because that's where I live.

3 Q. Okay. Makes sense. All right, perfect. So you've been on  
4 High Adventure's certificate now for 5 months. How often have you  
5 interacted with the folks there at High Adventure?

6 A. Well, actually, for a number of years. I started -- because  
7 I was here, even though I wasn't assigned oversight of them,  
8 because of my close proximity, it was much easier for me to do the  
9 checkrides for them than to have another inspector travel down  
10 from someplace else.

11 So, in May of 2017, I gave Greg Bell a checkride, and then  
12 also a check airman observation of another company pilot. I did  
13 the same in 2018 and 2019. Not as the POI, but just an ops  
14 inspector for the FAA. And then, this year, I gave -- I observed  
15 a checkride that Greg gave to another company pilot as a check  
16 airman.

17 So I have a history with High Adventure. And Greg Bell,  
18 personally, because we're almost neighbors -- well, I think he  
19 lived about a mile, maybe half a mile from me.

20 Q. Okay. So, since you brought up the recent checkride you gave  
21 the accident pilot, can you tell me about that checkride? I know  
22 it's been a -- a few weeks ago, but what you can remember. I'm  
23 sure you've been busy since then, but anything you can kind of  
24 help us understand what -- how the checkride went, what you look  
25 for. Just kind of help us be that fly on your shoulder so we can

1 kind of see, taste, touch, feel everything you are.

2 A. So High Adventure -- so Greg and Mark Bell have owned --  
3 actually started High Adventure about 20 years ago. It might be a  
4 little more; I actually don't -- at one point, I'm sure I knew the  
5 date when they started. I don't recall that, but at least 20  
6 years.

7 Very high-time pilot, real meticulous. Greg was really, from  
8 what my observation was, really the guy who ran the program there  
9 versus Mark, say. Greg was the director of operations; he was the  
10 check airman. Whenever I did any kind of inspection of any sort  
11 of paperwork, it was always with Greg. Very friendly guy, but  
12 very professional, was very meticulous and very much -- it  
13 appeared, from my perspective, that he always appeared to try to  
14 do things the correct way. Certainly the legal way, but also the  
15 correct way, if there was a difference there.

16 This was a checkride for a long-time company pilot on the  
17 14th of July. He gave him a written test; he passed. Greg's  
18 checkrides were not rushed. They were just very thorough,  
19 step-by-step. As I recall, we taxied out from the dock and took  
20 off on Longmere Lake, which is where they departed from the day of  
21 the accident as well, though in a different aircraft. But, again,  
22 it was a DHC-2 Beaver on floats. Took off to the south and then  
23 flew over towards Skilak, where the pilot did all the prescribed  
24 maneuvers as directed by Greg.

25 We came back and landed at Browns Lake, I think twice. And

1 there were a couple of boaters out that he -- Greg actually saw  
2 the boaters and said, hey, let's -- there's an island in the  
3 middle of Browns Lake. The boaters were to the left; we landed to  
4 the right of the island to give clearance to the boaters, and then  
5 taxied around and then did a takeoff and came back around, landed  
6 one more time and then flew back and landed at Longmere Lake.

7 Nothing unusual, and it was a very -- in my observation, a  
8 very typical Greg Bell checkride. It was just, nothing was  
9 rushed; everything was very clear, clean; and safety was always  
10 something he was concerned about. Other than that, I can't really  
11 recall. Just it took one hour total time on the flight, and it  
12 was a, I guess a model checkride.

13 Q. Okay. All right, perfect. Is one hour, is that, in your  
14 mind, an adequate amount of time? Is it too long, is it perfect,  
15 too short? Help me understand what a one-hour checkride is to get  
16 the various things --

17 A. So, when I do a checkride out of Soldotna, I will -- my  
18 average is eight-tenths of an hour. But that's predicated on  
19 coming out of Soldotna or someplace like that where you're not  
20 having to travel a distance away from the airport to be clear  
21 enough to do maneuvers.

22 As an example, if I was going to be in Anchorage doing the  
23 same checkride, it would take me at least an hour or maybe a 1.2,  
24 because there's a departure and an arrival from Anchorage to  
25 depart and then come back before you can even, frankly, start the

1 checkride. So it depends on where you are. But yeah, that's  
2 fully adequate for a commercial, single-engine sea, Part 135  
3 checkride.

4 Q. Okay. I know you rattled off some dates that you gave  
5 Mr. Bell his checkride. Is it required to do so every 12 months,  
6 or is there another requirement for you guys to issue -- to give  
7 checkrides? Or observations, which -- I'm not sure what you want  
8 to call it.

9 A. Well, once a year, a certificate holder under Part 135 is  
10 required to have a checkride. And there's a grace month either  
11 before or after, so it's really a 3-month time period. But  
12 somewhere in that time period, they need to have a checkride to  
13 confirm their skills as a commercial pilot. And so -- I actually  
14 forgot the question.

15 Q. No, no, no. It's all good. I was kind of curious if 12  
16 months is the normal time between checkrides or --

17 A. Yes, 12 months is normal, so -- well, yes, so VFR -- so  
18 virtually, not all, but virtually all of the operators that I'm  
19 assigned are VFR-only operations. There are no instrument  
20 operations. Once you bring on instrument currency, then there's a  
21 6-month requirement. But most operators in Alaska are not -- at  
22 least at the 135 level, the smaller ones like I'm assigned don't  
23 fly IFR. They fly just VFR, visual flight reference.

24 Q. Okay.

25 A. So it's a 1-year currency versus 6 months on instruments.

1 Q. All righty. Going back to that last line check -- or  
2 checkride you gave Mr. Bell, what kind of maneuvers did you  
3 guys -- what did you observe them doing?

4 A. So they did steep turns, left and right; they did slow  
5 flight; they did approaches to stalls, both power off and power  
6 on; they did unusual attitudes; and then engine -- a simulated  
7 engine failure. And then all the takeoffs and landings: taxiing  
8 turns, glassy water takeoff and landing, rough water takeoff and  
9 landing, crosswind takeoff and landing. We did a GPS approach  
10 back to Longmere Lake to simulate inadvertent IMC conditions. And  
11 then taxiing and docking.

12 Q. Okay. During some of those maneuvers, like your steep turns,  
13 slow flights, and all the stalls and all that, is there a way that  
14 Mr. Bell kept an eye out for traffic? Do they have TCAS in the  
15 cockpit? Was there any procedures in place that they look to make  
16 sure there was no traffic near them before they did their  
17 maneuvers, or was any of that trained?

18 A. So, before you do any maneuvers -- and Greg Bell was quite  
19 cognizant of that. As you do clearing turns, most of the ones  
20 that he did were either a left or right 90-degree turn. Prior to  
21 the maneuver, often times -- and I just know Greg, and I can  
22 vaguely recall this. Before we turn to the right, as an example,  
23 the pilot would raise their right wing just slightly, and we  
24 actually all would look, because we all have a vested interest in  
25 safety, right, when you're onboard. We'd all look prior to making

1 the turn to the right and clear to the right. Greg was very, in  
2 my opinion, very safety conscious and was always looking further  
3 ahead.

4 Q. Okay. Now, just for the recording, we know that -- I think  
5 you said this was done in the Beaver. Why did he slightly raise  
6 his right wing if he was getting ready to turn right?

7 A. Well, because the Beaver, the de Havilland Beaver, is a  
8 high-wing aircraft, so the wing of the aircraft itself actually  
9 blocks a little bit of the view. When you turn right, the right  
10 wing would actually dip and then obstruct your vision entirely to  
11 the right side. And so, by lifting that wing first, you can  
12 actually see in that direction, at least visually make sure it's  
13 clear, and then make the turn to the right.

14 Q. Thank you. All right. So I know you gave this observation  
15 ride. Did you sit in -- was there an oral prior to the ride?

16 A. He gave a written test, and I reviewed the written test  
17 (indiscernible) pass. I don't actually recall much about that,  
18 frankly. It was -- I don't recall, frankly.

19 Q. Okay. And that's okay. I don't know, I don't recall, that's  
20 all just fine.

21 So part of the -- I'm sure the lack of joy in your job is  
22 when somebody's not successful, and you have to maybe cease a  
23 certificate -- cease a checkride or a failure or whatever you want  
24 to call it. Does that happen very often in your line of work?

25 A. Very rarely. Very rarely. And the reason for that is, to

1 get a commercial pilot license, you have to be fairly adept at  
2 flying. And a Part 135 checkride is really, frankly, in my  
3 opinion, not that difficult. I would be surprised if a commercial  
4 pilot had difficulty, frankly.

5 Q. Okay. So I just have to ask, just so we close the door, if  
6 you will, has High Adventure ever had anybody not successfully  
7 pass a ride with you?

8 A. No, never.

9 Q. Okay. How many pilots did High Adventure have the day of the  
10 accident or sometime prior to that?

11 A. Well, Mark and Greg flew full time, and then I believe they  
12 had two to three part-time guys. And so, at the time, they had  
13 three aircraft, and they were flying three aircraft -- this year  
14 is a little bit different because of the COVID-19 travel  
15 restrictions. As an example, last year, Alaska had 1.3 million  
16 visitors; this year, they've maybe had -- I don't know, I'm just  
17 guessing -- maybe 50,000.

18 Q. Oh, okay.

19 A. So your customer base for (indiscernible) sea flights is  
20 significantly, significantly reduced, and so I think all the  
21 operators statewide are much, much slower than they normally  
22 would. Earlier, I alluded to Taquan Air having 13 aircraft, and  
23 usually, in the summertime, they're all busy. This year, they're  
24 doing simulated wintertime operations with four to five airplanes  
25 flying only.

1           And so I think the Bells were in a similar situation, though  
2 they were staying busy. Like I said, I live very, very close to  
3 there, so whenever one of their airplanes takes off, I know it  
4 just because it's right next to my house.

5 Q.    Okay. All right. That helps a lot. I appreciate that.  
6 Have you -- I assume some of your operators, they provide you --  
7 and correct me if I'm wrong. Do they provide you with their  
8 training manuals or anything along that line?

9 A.    Yes. It's customary for me to review training manuals,  
10 operation manuals, that sort of thing.

11 Q.    Have you had to review High Adventure's?

12 A.    No, I haven't. I checked here recently, and I think their  
13 last training manual revision was 2012. That said, they were a  
14 pretty -- so High Adventure's been in business, for lack of exact  
15 dates, roughly 20 years, perhaps longer. And so I think they've  
16 tried some different things, and they have, based on their  
17 experience, decided that what works best for them is a business  
18 model of seaplanes only, seasonal operations/summertime only.

19           And they typically fly the same routes/locations. They take  
20 off from Longmere Lake and fly pretty much directly to Kenai in a  
21 northwesterly direction. Cook Inlet is at its narrowest part  
22 right near Kenai, so they would cross there and then run down the  
23 western coast of Cook Inlet to Big River Lakes where they do  
24 either fishing or bear viewing, and then they turn around and fly  
25 back the same route.

1           And that's all they do, and it's worked well for them  
2 financially. And so it's not very complex, and it's not -- they  
3 ran it like a well-oiled machine. Not in a bad way, but it's very  
4 predictable, and it's their business model, and they knew how to  
5 do that extremely well.

6 Q.    Okay. Excellent. So I know you gave Mr. Bell the line  
7 check. Do you know, the previous line checks/observations you've  
8 given him, has that always been with another pilot that he's  
9 checking out, or have you given Mr. Bell a checkride, if you will,  
10 with just him and you?

11           (Pause.)

12           MR. DAHL: Hello?

13           MR. ETCHER: Are you there?

14           MR. DAHL: Hello? Sorry about that. I'm here.

15           BY MR. ETCHER:

16 Q.    I can hear you.

17 A.    Yeah. So, in 2017, in 4982U, the same airplane as the  
18 accident, I gave Greg a check -- a 135 check, both 135.293 (a)/(b)  
19 and the .299 line check personally, in that aircraft. And then I  
20 also observed him as a check airman give a checkride to another  
21 company pilot. In 2018, I did the exact same thing: a 135 check  
22 for Greg in that aircraft and then a check airman observation.

23           2019, I gave him a checkride in the same aircraft but did not  
24 observe him as a check airman. And then, this year, because of  
25 the COVID-19 restrictions, they were actually issued an exemption

1 on the checks, so I didn't, in a sense, have to give him the  
2 checkride. And then, I -- but I did observe him do the check  
3 airman check so that he could give a checkride to all the other  
4 company pilots.

5 Q. Okay, perfect. No, that helps, so thanks. Are you doing  
6 okay? Need a break, or you're doing just fine?

7 A. No, I'm just fine.

8 Q. Okay.

9 A. One of the things that I wanted to talk about, so mid-air  
10 are a danger, right, and I believe it was last summer the head-on  
11 mid-air just outside of Anchorage involving Spernak Airways. That  
12 was very large on everyone's mind. And so one of the things I do  
13 as a POI, as a representative for the FAA, is I try to engender  
14 and talk about safety inflight and also mitigation strategies to  
15 address that or to assist pilots in that.

16 And so, when that mid-air happened, I talked to all the  
17 operators, including High Adventure, about having wig-wag  
18 headlights. With LED lights -- which are expensive, I understand;  
19 I think they're running about \$500 a bulb, but you get about  
20 20,000 hours of light from an LED bulb. But one of the things  
21 when lights flash on and off, usually in conjunction with each  
22 other, is it makes you a lot more visible. And so your classic  
23 mid-air is, of course, good weather, right, and that was the case  
24 with the Spernak airplane. And so I was a big proponent to  
25 everyone, including the Bells, about having the wig-wag

1 headlights.

2 And then, last year as well, with the Taquan crash, I was a  
3 big proponent of ADS-B in and out to electronically identify  
4 aircraft that might be in close proximity and might be a danger.  
5 So last year, 2019, I had talked to Greg, and so I always do, I  
6 bring it up, and I say, hey, have you considered ADS-B in and out?  
7 And last year, Greg had said, yeah, we're kind of thinking about  
8 it, but it's kind of expensive.

9 And then, this year as well, in July, just when I observed  
10 the last checkride, I again brought up, hey, have you considered  
11 ADS-B in and out? And he goes, well, yeah, we're thinking about  
12 it, but it's expensive. And I said to him, because I use this  
13 quote I think on every operator or every interaction I have, I  
14 said, yes, I know ADS-B is expensive, but if you can prevent one  
15 mid-air that's your own, it's priceless. And I think that's --  
16 after the fact, it's even more poignant.

17 MR. ETCHER: Yes. I would agree, and thanks for sharing  
18 that. I think you're probably tired of me asking you questions,  
19 so if it's okay with you, I'm going to let Brice -- see if he has  
20 any questions, and then I may have a few more afterwards. Will  
21 that be okay with you?

22 MR. DAHL: Oh, sure. Yeah, that's fine.

23 MR. ETCHER: Okay. Brice, do you have any questions so far?

24 MR. BANNING: Hi, Matt. First off, I just want to say thank  
25 you for taking the time to visit with us. I really appreciate it.

1 And, Shawn, I don't have any questions at this time. Thank  
2 you.

3 MR. ETCHER: Sure, no problem.

4 Sorry, Matt. I guess you're kind of stuck with me for a few  
5 more questions, so sorry about that.

6 (Laughter.)

7 MR. DAHL: That's okay.

8 MR. CHRISTENSEN: You don't have to, Shawn.

9 (Laughter.)

10 MR. ETCHER: Well, if I don't, then I'll have questions in my  
11 head, and then I'll have to call you, and it's just -- it's easier  
12 to ask them now than later, how's that?

13 MR. CHRISTENSEN: No, I'm just kidding.

14 MR. ETCHER: I know.

15 BY MR. ETCHER:

16 Q. Have you ever heard -- and I'll be honest, I hadn't heard  
17 until it came to my attention -- about the common traffic area  
18 frequencies that are in place -- oh, is it Fairbanks, maybe, where  
19 a lot of airplanes are in the same area, and they're kind of on  
20 the same frequency?

21 A. Is that a question?

22 Q. Yeah. Have you ever heard of that? I'm sorry. Have you  
23 heard of that?

24 A. Yes. And, in fact, the Soldotna area -- and this was done by  
25 the FAAsteam. Mike Yorke, if you're familiar with him, really

1 spearheaded it, I believe it was 2 years ago. So everyone in the  
2 Soldotna region is on 122.5. Not only the Soldotna Airport, but  
3 also Longmere Lake; Mackey Lake, which is just about a mile away;  
4 and then just within the Soldotna/Kenai area, there's arguably 20  
5 different private airstrips. And so everyone is on that CTAF,  
6 common frequency, 122.5.

7 And it's very common to hear someone in Soldotna say, hey,  
8 I'm taking off on the runway, and then hear someone in Longmere  
9 Lake or Mackey Lake saying, I'm taking off to the south or the  
10 north, or I'm heading west, or -- yeah. And it just gives you a  
11 visual -- or a mental picture of the airspace and other areas and  
12 where other traffic might be. It's very common, and it's  
13 certainly a help with mitigating the risk of other traffic.

14 Q. Okay. So educate me just a little bit, if you will, how  
15 would I -- as a pilot who doesn't live there, but I'm just flying  
16 into the area, how would I know to be on that frequency? And is  
17 there a specific point I would be onto that frequency, do you  
18 know?

19 A. Well, there's the airport facility directory, which is  
20 published -- I'm grabbing one here. It's valid for approximately  
21 3 months at a time, and when you go to Soldotna, it'll tell you,  
22 under communications, the CTAF 122.5. And then, if you go to,  
23 say -- I don't recall if Longmere Lake is on here. On your actual  
24 charts, it shows the same frequency as well. And then, like an  
25 example, so Mackey Lake, if you go to Mackey Lake, it'll refer you

1 to Soldotna, because it's in the same general area. But on your  
2 charts, on the aviation charts, it does show 122.5 as a CTAF.

3 Q. Okay. So I know you've flown with High Adventure a few times  
4 and other operators in the area. Do you see them using that  
5 frequency -- I'm going to use the term in quotes --

6 A. All the time.

7 Q. -- "properly" -- okay.

8 A. All the time. All the time. And I hear them. So, as an  
9 example, I'm the POI for Talon Air, who's based on Mackey Lake  
10 just a mile from Longmere, and then there's several operators at  
11 the Soldotna Airport who operate wheeled aircraft that are also on  
12 the same frequency. And then I do some other checkrides as well,  
13 either (indiscernible) instructor checkrides or instrument  
14 (indiscernible) designated pilot examiners. And so I'm  
15 consistently in airplanes in the area.

16 And I hear other people talk on the radio, and I recognize  
17 their voices, because I know them or I do checkrides with them.  
18 So I've heard on many, many occasions either Greg or Mark Bell or  
19 some of their other pilots taking off from Longmere, as well as  
20 pilots from Talon Air taking off from Mackey Lake, as well as  
21 pilots from Soldotna taking off, and I recognize them. And people  
22 here in the general vicinity are actually very good for the most  
23 part, in my opinion, on making radio calls and advising other  
24 people where they are and where they're headed.

25 Q. Okay. I know you at the FAA is probably similar to us here

1 at the NTSB, always the last to know, but have there been any  
2 complaints about that, congestion on that frequency or people  
3 giving bad information on that frequency that you're aware of?

4 A. Not on 122.5, no.

5 Q. Okay. All right.

6 A. On other frequencies, yes. But not this one.

7 Q. Like what other frequencies would you hear complaints about?

8 A. Well, so, in the bear viewing on the west side of Cook Inlet,  
9 everyone's on 122.9, but that goes all the way up to past  
10 Anchorage. And so there's just a lot of people, and sometimes  
11 I've heard that it's hard to get a word in edgewise. But 122.5 is  
12 not -- I've not heard complaints. And, in fact, the only thing  
13 I've heard about 122.5 and the CTAF, as far as the Soldotna area,  
14 it's been a great idea and much appreciated.

15 Q. Okay. That's good to hear, so I appreciate that. So, to be  
16 able to monitor that frequency, obviously you have to have the  
17 radio tuned to that frequency. Did the High Adventure Beaver, did  
18 it have two radios, or did it only have one onboard?

19 A. I think it only had one.

20 Q. Okay. So do you recall if there is any means for them to  
21 notify the people in the office there that they're airborne or  
22 that they're in range, if you will? Do they have a frequency that  
23 they talk to them on?

24 A. I don't recall that. It seems like they did, and they  
25 might -- are you familiar with a flip-flop radio?

1 Q. Yeah.

2 A. Okay, yeah. It vaguely comes to mind that they may have had  
3 the other frequency preset so that they could flip-flop back and  
4 say, hey, we're airborne, blah blah blah, and then go back to the  
5 radio frequency. But I couldn't say that with certainty, but that  
6 strikes me as what they would do.

7 Q. Okay. That makes sense. I wanted just to have a good  
8 picture here if I could, so thank you. I only have a few last  
9 questions, and then you might almost be done with us, so you can  
10 breathe a sigh of relief, right? It sounds like you have a, from  
11 what you've discussed with us, a good relationship with your  
12 operators. Would that be a correct statement?

13 A. I try to.

14 Q. Okay. Well, so that's going to add one more question. What  
15 kind of troubles do you have, or maybe not -- troubles isn't the  
16 right word, but what kind of challenging relationships do you have  
17 with operators?

18 A. In the past, in Alaska, many pilots and many operators have  
19 had the mindset of, we have to get there no matter what. And,  
20 historically, we -- I say we, I just mean aviation industry --  
21 have killed dozens and dozens of pilots with that mentality, as  
22 I'm sure you're quite familiar. I have a number of friends who  
23 are dead who were pilots.

24 And so changing that mindset of, we have to get there, to  
25 hey, the weather's not great today; let's not fly and endanger our

1 lives and our passengers and our equipment and everything else,  
2 and we'll do it tomorrow when it's not only legal, but it's safer,  
3 and we can all go back home to our families. So I think changing  
4 that mindset, especially the quote-unquote "Alaska bush pilots  
5 mentality," is probably the biggest thing, because that's the way  
6 people have always done it.

7 Not the Bells. I want to really make that a point that they  
8 were very -- in my opinion, they were very safety conscious and  
9 really tried to do things not only safely but correctly and do  
10 them well. Not only because, obviously, you're saving your own  
11 life, but that's the long-term way to have a business, right?  
12 It's long-term growth versus just well, hey, I'm going to make a  
13 couple extra bucks, but I'm going to risk everything on a sketchy  
14 flight. That was not them.

15 But I think, historically, if you look at Alaska, that  
16 mindset might be more prevalent than we care to admit. And so,  
17 sometimes, with operators that have been in business for 30 years,  
18 that's just the way they've always done it. And so to change that  
19 mindset of, we have to get there, would be probably the most  
20 difficult thing, which is why I encourage people to adopt the  
21 latest safety technology in their aircraft.

22 Which is what I was trying to do with Greg and Mark Bell, is  
23 okay, you guys are safe, but sometimes, you can do everything  
24 correctly, and if you're at the wrong place at the wrong time,  
25 sorry, because you can't control other people's actions. And so

1 that's why I encouraged them, not only this year but last year,  
2 hey, this is available; it's not perfect, but it allows you to see  
3 other traffic before it becomes a danger.

4       And I also anecdotally tell them, so I have two brothers;  
5 they both fly airplanes -- not professionally, they just -- they  
6 have real jobs, and so they can afford them. So one of them is  
7 based in Anchorage at Lake Hood airstrip, and he just recently got  
8 ADS-B in and out. And, normally, he doesn't fly on the weekends  
9 just because there's so many other pilots, but he did after he got  
10 his ADS-B, and he flew north towards Wasilla, which is also  
11 another hotbed of aviation within the Alaska area. And he said it  
12 absolutely scared him; he said there were airplanes everywhere,  
13 and he didn't know it, because if you don't see them, you don't  
14 know they're there. You may hear them on the radio, but you don't  
15 really correspond it to the number of aircraft.

16       And so I would relate that anecdotally to everyone, including  
17 Greg Bell, that there's a lot of airplanes out there that you  
18 don't see. And just because you don't see them doesn't mean  
19 they're not there, but in fact, they are a danger. So this is  
20 something I really talk about, and I really try to encourage.

21       And I understand the expense. I mean, I get that. And  
22 especially a small business has a budget, and they can only do so  
23 many things, but then you have to kind of figure out what's  
24 important and what isn't. And I would tell them, it's come way  
25 down in cost. I think for about \$1,400 that actually replaces one

1 of your lights in your wingtips, and then there's one that just  
2 plugs into the tail, and you're good to go. I mean, it's not,  
3 obviously, the nicest piece of equipment, but it allows other  
4 people to see you.

5       And it's really something that I talk about, because I think  
6 it's probably the greatest danger beyond the whole CFIT,  
7 controlled flight into terrain, thing, which obviously has  
8 historically been a problem in Alaska for 135 operators. But not  
9 only just 135 operators, but ADS-B in and out is for everyone,  
10 because it doesn't matter if it's a big airplane or a little  
11 airplane; if you're involved in a mid-air, it's probably not going  
12 to end well for everyone.

13 Q.   Very true.

14 A.   I know I beat that dead horse for a while, but that -- I  
15 really am passionate about it. And I really try to convey that to  
16 people, that it isn't just a regulatory thing, it's how do you  
17 save your own life, frankly, from getting hit by another airplane.

18 Q.   No, and I applaud you for beating that drum, because I would  
19 love it if you could do us out of a job, you know. It would make  
20 me feel even better. So I appreciate you spreading that word;  
21 that's important.

22       I have one last question, then I'm going to see if Brice has  
23 any, but the one last question I have is it sounds like High  
24 Adventure and the Bells, it sounds like they have what you  
25 describe as a great operation. But, every now and then, people

1 get unhappy, dissatisfied, and call the whistleblower hotline for  
2 complaints, whether they're legit or not. Do you know if that's  
3 ever been the case with High Adventure?

4 A. I have no idea.

5 Q. Okay. Well, and that's good. I assume --

6 A. I've never been assigned one, yeah. I know --

7 Q. Would they --

8 A. I know -- the only reason that they would get a complaint  
9 would be noise, right? And so I know that they were very, very  
10 specific about not flying -- and I think it's 7 a.m. I could be  
11 wrong; it could've been 6. I don't -- he told me, and I forget  
12 which, but they would not fly before a certain time just because  
13 of their neighbors, because Longmere Lake has a lot of houses on  
14 it all the way around. And so, to not wake up the neighbors too  
15 early, it seems like he told me 7, and I think that seems correct  
16 to me, that they would not take off until 7 a.m.

17 Q. Okay.

18 A. So that would be the only --

19 MR. CHRISTENSEN: As I recall --

20 MR. DAHL: No, go ahead.

21 MR. CHRISTENSEN: Sorry, this is Russ. As I recall, you are  
22 one of those neighbors, right?

23 MR. DAHL: Yes. I don't live on the lake, but I live close  
24 enough, yeah. But I like airplane noise, so it wouldn't bug me a  
25 bit.

1 MR. ETCHER: Okay. Well, thank you, and thank you, Russell,  
2 for the clarification. I appreciate that. All right. I'm glad  
3 you're not aware of any. I assume you would be, and so that helps  
4 me a lot.

5 Brice, do you have any other questions you'd like?

6 MR. BANNING: Yeah, I think I just have a couple quick  
7 follow-up questions, Matt.

8 BY MR. BANNING:

9 Q. Are you aware of anyone that is recording or was recording  
10 the 122.5 CTAF frequency?

11 A. Unless it's the NSA, no, I have no idea.

12 Q. Okay. Thank you. And then, you may have answered this, so I  
13 apologize if it's already been answered. When you were talking  
14 briefly about the CTAF frequency and the geographic CTAF  
15 frequencies, if you will, are you aware of any separate document  
16 outside of the Alaska supplement or a sectional that depicts the  
17 boundaries of the changeover points for those frequencies?

18 A. There certainly could be. I'm not aware of it.

19 MR. BANNING: Okay. I think that's all I had. I sure  
20 appreciate it.

21 MR. ETCHER: Thanks, Brice.

22 BY MR. ETCHER:

23 Q. Matt, I always like to end an interview with one question,  
24 because I'm always afraid, if I don't ask it, and I've overlooked  
25 something, and I didn't give you the opportunity, it's not going

1 to help us. So is there anything you can think of that we didn't  
2 ask that you wish we would have, because that might help shed some  
3 light on how to prevent, or something about High Adventure?

4 A. I have no -- nothing in regards to that, no.

5 Q. Okay. I know you've already told us some of the changes you  
6 wish we could see. Is there any other changes that, if you were  
7 king for the day that you could wave your magic wand and make  
8 everything safer, is there anything like that, that you haven't  
9 mentioned that you think would be also beneficial?

10 A. Yes, I do. So I think every Part 135 operator should be  
11 mandated to have ADS-B in and out, period, end of story, as well  
12 as a transponder. I'm aware of a number of operators that have  
13 nothing in the airplane. And if you're in your own private  
14 airplane in uncontrolled airspace, sure, I get it. But once you  
15 take the step to have paying passengers onboard -- because the  
16 general flying public is clueless, frankly, about air safety.  
17 Whenever they get on an airplane, they have no concept that it  
18 might be different than the airliner that they flew up to Alaska  
19 on.

20 And a lot of people, I think, cut corners, not necessarily in  
21 their equipment as far as the wings and the empennage and that  
22 sort of thing and the engine and whatnot, but electronic, new  
23 technology that can prevent, or at least certainly mitigate,  
24 accidents. And I think it's long since time for that to be a  
25 requirement. So I think that, all by itself, would make a huge

1 difference.

2       And then the other thing, and this more goes to the bear  
3 viewing, but there is an Alaskan guide exclusion. You've probably  
4 heard of it. Historically -- and my father was a hunting guide,  
5 so I'm aware of it, as well, from that perspective. But, in the  
6 past, in the '60s and the '70s and the '50s even, the hunters  
7 would come, and a pilot would be a guide, and he would fly them  
8 out. But that was just a very small portion of what he did, and  
9 so it became known as this Alaskan guide exclusion, and they could  
10 operate Part 91.

11       Fast forward to today, you have a number of operators on the  
12 Kenai and Anchorage that are quote-unquote "bear guides," and they  
13 use that same term, but it's not the same thing. They're  
14 basically sightseeing guides. And so they operate Part 91, and I  
15 think that's a loophole that needs to be closed. Because the  
16 safety boundaries, if you will, Part 135 -- for instance, if  
17 you're in a wheeled airplane, you have to be within gliding  
18 distance to shore, which you'd think would be a pretty common  
19 sense thing to do when you have paying passengers. But, under  
20 Part 91, there is no requirement for that.

21       So that, to me, is a large area of exposure in commercial  
22 aviation that, frankly, needs to be closed. And I think the next  
23 big fatality's going to be that. It'll be a wheeled airplane,  
24 probably going into Cook Inlet, where the survival rate for  
25 everyone is zero.

1 Q. Well, hopefully we can make some change before that happens,  
2 and we don't have a big one again; how's that?

3 A. Well, nice dream.

4 Q. If you don't dream, you don't make change.

5 A. And that's exactly correct. That's exactly correct.

6 MR. ETCHER: Okay. Well, Matt, I appreciate your time today.  
7 I don't want to keep any more time of you than we need, but you've  
8 really -- I can speak for myself, and I'm hopefully speaking for  
9 Brice as well, that you've really kind of helped draw a picture of  
10 High Adventure and their operation and the pilot himself. So I  
11 can't thank you enough for taking the time to lay everything out  
12 with us, be honest, and help us understand and answer some of my  
13 silly, strange questions. So I appreciate that, and if there's  
14 nothing else, hopefully you can enjoy the rest of your day.

15 MR. DAHL: Thank you very much. I do have one question for  
16 you and Brice.

17 MR. ETCHER: Okay. Do you want me to turn the recorder off?

18 MR. DAHL: Sure.

19 (Whereupon, at 12:15 p.m. CDT, the interview was concluded.)  
20  
21  
22  
23  
24  
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL MID-AIR COLLISION OF A DE  
HAVILLAND DHC-2 BEAVER, N4982U, WITH  
A PIPER PA-12, N2587M, NEAR SOLDOTNA,  
ALASKA, ON JULY 31, 2020  
Interview of Mathew Dahl

ACCIDENT NO.: ANC20LA074

PLACE: Via telephone

DATE: August 26, 2020

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.



Autumn Weslow  
Transcriber