

Regenerate SPAS NPTRS Record List with current data.

SPAS NPTRS Record List

Query Criteria: Query Date: Status Date, Inspection Status: Closed, Airman Cert#: [REDACTED] Certificated Personnel Type: Domestic Airman, Foreign Airman, Applicant, Examiner, Recommending Instructor

Rec No	Record ID	Dsgn Code	EIR#	Make/Model Series	Airman Name	Inspector Code	Result	Status	Act No	#14 CFR Part (FAR)	Status Date	AC Regr	Loc. Depart
1	AL09 201600486	K70A			KIRST, FOREST MITCHELL	AL09BLS	C	C	1741	135	12/18/2015		
Comments: B199P (B-General Aviation Operations 199-Personnel P-Potential Problem) 12/17/15 - Provided legal declaration statement as requested by attorney Glenn Brown for revocation case concerning action being taken against Mr. KIRST's pilot certificates. - BLS													
2	AL01 201502279			CE-152-152		AL01CXF	C	C	1563	183	09/08/2015	N47417	FAI
3	FS23 201571768					FS23IAC	C	C	1563	183	03/15/2015		
4	AL01 201402773	K70A			KIRST, FOREST MITCHELL	AL01BEW	C	C	1534	61	12/23/2014		
Comments: J103I (J-Crewmembers/Other Personnel 103-Personnel I-Information) 09/03/2014 - BEW - Inspector generated the 44709 letter to go to the airman. Areas to test are as follows: Performance Maneuvers: Steep Turns, Maneuvering During Slow Flight, Power-Off Stalls, Power-On Stalls, Accelerated Stalls, Performance Calculations, Weight and Balance, and a discussion on Mountain Flying. 09/23/2014 - BEW - CRR card was delivered to this office with a pick up date of 9/15/2014. Inspector also viewed a letter from the airman's lawyer that they will be requesting a 6 month extension of the time to comply with the 44709 reexamination due to medical recuperation from injuries sustained in the accident. 12/23/2014 - BEW - 44709 was rescinded by management because of the long wait for the airman to recover from his injuries. Record will not allow to close without a pass or fail designation. Fail chosen to reflect more accurately the inability to conduct the 44709.													
5	AL01 201402369	K70A		NAVION- NAVION-L17A	KIRST, FOREST	AL01MSF	I	C	3628	135	09/17/2014	N4827K	FAI
Comments: F801I (F-Air Carrier Airworthiness 801-Maintenance I-Information) A letter has been sent to the owner of this aircraft requesting documentation of how he determined the oil leak was within limits and copies of the maintenance records if work had been performed on the aircraft. on 08/24/2014 the owner operator of this aircraft crashed into the side of a mountain totaling the entire aircraft. The owner is in the hospital [REDACTED] and this aircraft will not fly again.													
6	FS23 201492021			CE-152-152		FS23IAC	C	C	1563	183	07/30/2014	N47417	FAI
7	AL01 201400367	K70A		NAVION- NAVION-L17A	KIRST, FOREST	AL01MSF	I	C	3627	135	07/28/2014	N4827K	FAI
Comments: F879I (F-Air Carrier Airworthiness 879-Maintenance I-Information) 07/25/2014 - conducted ramp inspection of N4827K, engine oil leak detected. owner stated it was within limits, I asked owner operator to email the leak limits to me, he stated he would.													
8	FS23 201490378			CE-152-152		FS23IAC	C	C	1563	183	07/26/2014	N47417	FAI

9	FS23 201487415		CE-152-152	FS23IAC	C	C	1563	183 07/19/2014N47417	FAI	
10	FS23 201477098		CE-152-152	FS23IAC	C	C	1563	183 06/22/2014N47417	FAI	
11	AL01 201302567	K70A	NAVION- NAVION-L17A	KIRST, FOREST MITCHELL	AL01BEW	C	C	1541	135 09/05/2013N4827K	FAI
12	AL01 201302568	K70A	NAVION- NAVION-L17A	KIRST, FOREST MITCHELL	AL01BEW	C	C	1543	135 09/05/2013N4827K	FAI
13	AL01 201302569	K70A	NAVION- NAVION-L17A	KIRST, FOREST MITCHELL	AL01BEW	C	C	1544	135 09/05/2013N4827K	FAI
14	AL01 201302570	K70A	NAVION- NAVION-L17A	KIRST, FOREST MITCHELL	AL01BEW	I	C	1622	135 09/05/2013N4827K	FAI

Comments: A109I (A-Air Carrier Operations 109-Personnel I-Information)
09/05/2013 - BEW - Airman had appropriate airman certificate and medical.

A605I (A-Air Carrier Operations 605-Conformance I-Information)
09/05/2013 - BEW - Appropriate checklist is available in the aircraft.

A637I (A-Air Carrier Operations 637-Conformance I-Information)
09/05/2013 - BEW - Passenger briefing cards were available for all seats.

A699I (A-Air Carrier Operations 699-Conformance I-Information)
09/05/2013 - BEW - Airworthiness and registration were found available and in plain sight. Current charts were available to the pilot and presented when requested.

F826I (F-Air Carrier Airworthiness 826-Maintenance I-Information)
09/05/2013 - BEW - Fire extinguisher was found to be in date.

15	AL01 201202073	K70A		AL01LKG	C	C	1211	135 05/21/2013	FAI
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Comments: A919I (A-Air Carrier Operations 919-Management I-Information)

11/10/11 Email from Brice Banning suggests setting up a telecom for Krist Aviation for Dec 1 Applicant Briefing. smh 11/23/11 I called Mr. Kirst. He had not yet received the Letter of Invite dated 11/9/11. Yes, he would like to attend the Applicant Briefing on Dec. 1; however, his internet is slow, so he would prefer to attend the video conference at the Fairbanks FSDO. His email address is [REDACTED]. We talked about the WebOPSS class, and was wondering if we could present that in Fairbanks, also. I told him I would email him today with the particulars. smh 11/23/11 MC will set up the polycom at FAI FSDO. smh 11/23/11 Sent email to Mr. Kirst with Confirmation of attendance at Applicant Briefing on Dec. 1. Once the polycom is set up, we will need to send him another email with instructions on attending in Fairbanks. smh 11/29/11 Mr. Kirst called, wondering if the polycom was set up for Fairbanks or should he get a ticket to Anchorage. I told him the polycom was set up for Fairbanks, and didn't recommend he come in person to Anchorage due to the storm coming. I told him I would call him the next day with Brice Banning's phone number (since we spoke on my cell phone from home). smh 11/30/11 Called Mr. Kirst with Brice Banning's phone number; left a message. Also sent him an email with Brice Banning's phone number. Brice and MC will practice the polycom set up this afternoon. smh 12/1/11 Mr. Kirst attended First Briefing at Fairbanks FSDO via polycom. Brice Banning with him. smh 12/6/11 Email sent notifying that I will be Mr. Kirst POC for this project. dbb 12/2/2011 Received Formal Letter, Pilot Qualification/Resume, Aircraft Registration, Pilot Certificate and Medical. dbb 12/27/2011 Received LOC, pax briefing card, aircraft check list, certificate of insurance. dbb 12/29/2011 Received Will Carry Hazmat Program, Drug registration. dbb 12/29/11 Received Business License. dbb 1/6/12 Returned LOC for corrections. dbb 1/6/2012 Received corrected LOC. dbb 1/9/2012 Mr. Kirst LOC states he can fly VFR over the top and shoot an instrument approach as a VFR only operator IAW 135.211. I informed him that I did not believe this was acceptable he would be in violation of his Ops Specs. Mr. Kirst informed me that he would like to get a legal opinion on the issue. I informed him that it would likely slow the certification process. He said he had some time. dbb 1/10/12 Sent an email to Mr. Kirst requesting he put his request for a legal opinion in an email so I could forward it on. dbb 1/11/12 Formal Application received, per DBB. Drafted Formal Application ltr and emailed to MC for signature. smh 1/11/12 Requested precert number. smh 1/11/12 Area of Intended operations does not

match on PASI and Formal Ltr of Appl. Also, Formal Ltr of Appl. is missing info on last line. Emailed DBB. smh 1/12/12 Recd precert number: K70A794P, changing to K70A794M at certification. smh 1/12/12 Sent invitation to WebOPSS via email. Note to file: if he cannot attend in Anchorage, perhaps I can go to Fairbanks? Check with MC. smh 1/12/12 Kirst Business License with State of Alaska says the purpose is: code #61 - educational services. Is this acceptable to FAA? Talked with MC about it. He will consider it. 1/12/12 MC will work on getting me a TK to FAI to teach WebOPSS. It would be for three companies. smh 1/20/12 Contacted Mr. Kirst and asked him to correct Formal Letter. dbb 1/23/12 Received corrected formal letter. dbb 1/24/12 Requested corrected PASI and Formal Letter. dbb 1/24/12 Received corrected formal letter and PASI. dbb 3/6/2012 Received revised LOC form Mr. Kirst, removing Instrument approach language. He would like to proceed with the certification process. dbb 3/19/12 Forest Kirst called at 8:30 am today. He was unable to reach Brice, so called me. (I think Brice is on his RDO today). He is concerned because the Certification Team is about to disband at the end of March; I told him we were continued through April. He doesn't think there will be a legal interpretation by the time we disband. He doesn't have faith that the Fairbanks FSDO will continue to work his certification project after April 30. He doesn't know what to do. I suggested he pursue the certification without the legal interpretation, i.e., become certificated the same as everyone else, and then apply for an exemption for the rule (which I am not real clear on what he is asking - something about the ability to fly VFR over the clouds.) I reassured him Brice Banning was his first line of communication, and that he was also welcome to speak with Brian Staurseth. I gave him Brian's phone number. I told him Brian would be out of the office this week, but Brice should be back tomorrow, Tuesday, March 20, 2012. He wants to become certificated, but still wants the legal interpretation he has requested. smh 3/19/12 Talked with Glen Brown on status of Forest Kirst. He has some documents to review and will get back to me or Brian Staurseth. smh 4/20/12 Legal/Cert team meeting smh 4/23/12 Emailed Sunset letter, transitioning from Cert Team to Fairbanks FSDO, effective 5/1/12. smh 4/27/12 Certification is continuing. High level review is complete. smh 4/27/12 Need to change name of company in eVID to KIRST, FOREST, since this is not an LLC or INC. d/b/a Kirst Aviation. Need to change WebOPSS, too. smh Alaskan Region Certification Team is sunsetting and is transferring this ongoing certification to the Fairbanks FSDO, including the entire certification file, as of 30 April 2012.

A9991 (A-Air Carrier Operations 999-Management I-Information)

Operations Specifications were issued to Forest Kirst (K70A) on 08/29/2012 by Brian E. Weckworth.

16	FS23 201348366	CE-152-A152	FS23IAC	C	C	1563	183 05/07/2013N47417	FAI
17	AL01 201301453	KIRST, FOREST MITCHELL	AL01ELJ	C	C	3514	65 03/07/2013	

Comments: G8191 (G-General Aviation Airworthiness 819-Maintenance I-Information)

03/07/2013 Review Vis and up dated

18	AL01 201301441	KIRST, FOREST MITCHELL	AL01ELJ	C	C	3512	65 03/05/2013	
19	AL03 201305210	KIRST, FOREST MITCHELL	AL03KJW	C	C	3512	65 02/08/2013	

Comments: J1051 (J-Crewmembers/Other Personnel 105-Personnel I-Information)

2/8/2013//Applicant is requesting authorization to take his IA written exam. Reviewed FAA Form 8610-1 - Satis. Asked applicant about base of operations/tools/manuals and AD research - satis. Pilot's Bill of Rights was signed and original kept. Data base checked - no issues. Endorsed applicants request to take the IA written exam. No further data, this PTRS is closed//kjlw//.

20	AL01 201202631	K70A	NAVION- NAVION-A	KIRST, FOREST MITCHELL	AL01LKG	C	C	1543	135 08/29/2012N4827K	FAI
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Comments: A4071 (A-Air Carrier Operations 407-Training I-Information)

LKG ADMINISTERED A CONTINUATION OF A 14 CFR PART 135.243(A) CHECKRIDE FOR MR. KIRST AFTER THE FIRST ATTEMPT WAS UNSATISFACTORY FOLLOWED BY AN ILLUMINATED GEAR UNSAFE LIGHT. MR. KIRST DEMONSTRATED A AREA DEPARTURE FROM FAI ON RUNWAY 20L DIRECT TO ENN. THE DEPARTURE WAS SATISFACTORY. UPON ARRIVING @ ENN MR. KIRST MADE A VERY WIDE SWEEP OF THE AREA (APPROXIMATELY 1 MILE SOUTH OF RUNWAY 04/22 AND THEN ENTERED A WIDE LEFT DOWNWIND FOR RUNWAY 22. MR. KIRST WAS ASKED TO DEMONSTRATE A NORMAL LANDING. MR. KIRST HAD TO ADD A SIGNIFICANT POWER INCREASE ON FINAL TO MAKE THE RUNWAY. LKG QUERIED MR. KIRST ON THE WIDE TRAFFIC PATTERN. MR. KIRST STATED THAT HE REFUSES TO OVERFLY ANOTHER RUNWAY WHILE IN THE PATTERN. (HE WAS REFERENCING THE GRAVEL STRIP AT ENN.) LKG FELT THAT THE PATTERN COULD HAVE BEEN CLOSER WITHOUT OVERFLYING THE GRAVEL STRIP AT

ENN. MR. KIRST WAS THEN ASKED TO DEMONSTRATE A SHORT FIELD LANDING. AGAIN, MR. KIRST MAINTAINED A WIDE TRAFFIC PATTERN AND SET UP FOR RUNWAY 22. AGAIN, MR. KIRST WAS REQUIRED TO ADD SIGNIFICANT POWER TO MAKE THE RUNWAY. AFTER A STOP AND GO WITH A BACK TAXI MR. KIRST TOOK OFF ON RUNWAY 22. WHILE ON DOWNWIND LKG INFORMED MR. KIRST (WHILE AT THE MIDWAY POINT OF THE RUNWAY) THAT THE NEXT LANDING WOULD BE A SIMULATED ENGINE FAILURE TO A LANDING AT WHICH POINT MR. KIRST REDUCED POWER (PRIOR TO THE TOUCHDOWN POINT ON THE RUNWAY). MR. KIRST CONTINUED ON THE DOWNWIND EVEN WITH THE POWER REDUCED AND PROCEEDED TO CONFIGURE THE AIRCRAFT BY SELECTING THE LANDING GEAR DOWN. AFTER THE LANDING GEAR WAS DOWN AND 3 GREEN LIGHTS ILLUMINATED HE TURN BASE LEG AND PUT IN 20 DEGREES OF FLAPS. IT BECAME EVIDENT ON SHORT FINAL TO RUNWAY 22 THAT THE AIRCRAFT WAS NOT GOING TO MAKE THE RUNWAY AND LKG INSTRUCTED MR. KIRST TO GO AROUND (REJECTED LANDING). THE CHECKRIDE WAS DISCONTINUED AT THIS POINT WITH THE EMERGENCY LANDING AS BEING UNSATISFACTORY. UPON ARRIVAL AND LANDING AT FAIRBANKS MR. KIRST TAXIED TO PARKING AND SHUTDOWN THE AIRCRAFT. DURING THE POST FLIGHT BRIEFING MR. KIRST STATED THAT HE COULD HAVE MADE THE RUNWAY AREA (THE OVER RUN BEFORE THE PAVEMENT). LKG EXPLAINED THAT THE MANUEVER WAS UNSATISFACTORY PER THE COMMERCIAL PILOT PTS STANDARDS.

21	AL01 201300990		KIRST, FOREST MITCHEL	AL01CXF	C	C	1951	08/24/2012N4827K
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Comments: J101P (J-Crewmembers/Other Personnel 101-Personnel P-Potential Problem)

During a FAR 135.293 check ride, the airman did not tighten the oil cap fully after pre-flighting resulting in the cap coming off in flight porting approximately 3.5 quarts of oil out the filler line. The flight was approximately 10 nm southeast of the FAI airport when the airman decided to turn around due to small amounts of oil on the windshield. This was shortly followed by a much larger amount running down the left side of the aircraft fuselage. Post flight examination revealed the oil cap was still attached by chain but was not on. The airman had placed the cap on but failed to tighten it. Post flight: The airman replaced the cap with a tighter fitting cap and eventually conceded he may have not tightened the cap enough. The airman was counseled and advised on the importance of conducting preflight checks in a thorough and systematic way. The airman agreed and apologized for the error and stated it would not happen again.

22	AL01 201202427		NAVION- NAVION-A	AL01BEW	C	C	1563	183 08/17/2012N4827K FAI
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Comments: B783I (B-General Aviation Operations 783-Operations I-Information)

08/15/2012 - BEW - Packet was delivered to the office on July 30th and not given to the inspector until August 13. Packet was reviewed by the inspector and AST and no errors were found. Application is being sent to AFS-760 for processing. Application and check were completed prior to effective date of Notice 8900.195 and a signed PBR document is not included.

23	AL01 201202489	K70A	NAVION- NAVION-L17A	KIRST, FOREST	AL01CXF	C	C	1543	135 08/10/2012N4827K FAI
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Comments: J711U (J-Crewmembers/Other Personnel 711-Operations U-Unacceptable)

Normal taxi out, emergency briefing done before takeoff. Normal takeoff to the south east practice area. After starting clearing turns, kirst noticed some light oil splater on the windshield. When he looked out the left side window, kirst noticed a large stream of oil running down the left side of the aircraft and wing. Kirst turned toward the Fairbanks International Airport (FAI) and started a decent. Inspector Farnell advised kirst to maintain altitude until within gliding distance of the airport in case the engine siezes. Kirst complied. Kirst speculated the oil could be coming from either the propeller bladder, which he has changed out several times recently, or the oil cap came loose. ATC asked if kirst was declaring an emergency. Kirst stated "it's not an emergency yet but could turn into one", then advised ATC he had an oil leak. The landing at FAI was uneventfull. No trucks or emergency services were called. Taxi was normal. Upon inspection of the aircraft, it was found that the oil filler cap was hanging from its chain and the engine compartment was covered with oil as well as the left side of the aircraft. Kirst checked the dipstick. It read 5 quarts. 3.5 quarts was ported overboard. Kirst stated he was not sure how the cap came off. Inspector Farnell put the cap back on and checked it for tightness. There was no way the cap could of come loose if it was securely put on. Kirst claimed he put it on but was not sure if he completely locked it in place.

J721U (J-Crewmembers/Other Personnel 721-Operations U-Unacceptable)

Airman failed to secure the oil cap properly resulting in the cap coming loose in flight porting 3.5 quarts overboard and leaving 5 quarts left.

24	AL01 201202502	K70A	NAVION- NAVION-L17A	KIRST, FOREST M	AL01CXF	C	C	1543	135 08/10/2012N4827K FAI
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Comments: J711I (J-Crewmembers/Other Personnel 711-Operations I-Information)

Recheck done. Airman completed all required elements from the 8900.1 checking module within minimum standards. Airman was reevaluated on emergency engine out procedures (not decending too soon during an engine issue), Sat. GPS actually failed during approach. Airman sucessfully reverted to ILS approach.

25	AL01 201202630	K70A	NAVION- NAVION-A	KIRST, FOREST MITCHELL	AL01LKG	C	C	1543	135 07/17/2012N4827K	FAI
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Comments: A407I (A-Air Carrier Operations 407-Training I-Information)

A 14 CFR PART 135.293(A) FLIGHT CHECK WAS ADMINISTERED TO MR. KIRST. MR. KIRST FAILED TO PERFORM THE STEEP TURNS WITHIN THE COMMERCIAL PILOT PTS PERAMETERS. MR. KIRST FAILED TO KEEP THE AIRSPEED WITHIN +/- 10 mph, (30 mph), THE ALTITUDE WITHIN +/- 100 FT.(150 FT.) AND THE BANK ANGLE WITHIN +/- 5 DEGRÉES (10 DEGREES). LKG COMMUNICATED TO MR. KIRST THAT THE MANUEVER WAS OUTSIDE THE ACCEPTABLE PTS LIMITS AN WAS UNSATISFACTORY. MR. KIRST ACKNOWLEDGED BY STATING " I KNOW, IKNOW.) LKG ADVISED MR. KIRST THAT THE CHECKRIDE COULD CONTINUE TO ACCOMPLISH THE REMAINING MANUEVERS OR THAT HE COULD ELECT TO DISCONTINUE THE CHECKRIDE AT THIS TIME. MR. KIRST ELECTED TO CONTINUE THE CHECKRIDE. THE NEXT MANUEVER ATTEMPTED WAS THE APPROACH TO LANDING STALL. THE AIRCRAFT WAS SET UP IN THE LANDING CONFIGURATION FOR AN APPROACH TO LANDING STALL. HOWEVER, WHEN THE LANDING GEAR WAS SELECTED TO THE DOWN POSITION THE GEAR UNSAFE LIGHT REMAINED ON. MR. KIRST RECYCLED THE LANDING GEAR AT LEAST TWO MORE TIMES IN AN ATTEMPT TO GET THE GEAR UNSAFE LIGHT TO GO OUT. THE GEAR UNSAFE LIGHT REMAINED ON. MR. KIRST ATTEMPTED TO GET THE GEAR UNSAFE LIGHT TO GO OUT BY MANUEVERING THE AIRCRAFT WITH THE GEAR DOWN. THE GEAR UNSAFE LIGHT REMAINED ILLUMINATED. MR. KIRST MADE THE DECISION TO RETURN TO FAI FOR A LANDING. THE CHECKRIDE WAS DISCONTINUED AT THIS TIME. THE GEAR UNSAFE LIGHT REMAINED ON. MR. KIRST INFORMED FAI TOWER THAT HE HAD A GEAR UNSAFE LIGT ON, THE EMERGENCY EQUIPMENT WAS DISPATCHED TO RUNWAY 20L. THE AIRCRAFT LANDED WITHOUT INCIDENT AND TAXIIED TO PARKING. MR. KIRST STATED THAT THE PROBLEM WAS LIKELY TO BE A GEAR MICROSWITCH.

26	AL01 201202629	K70A	NAVION- NAVION-A	KIRST, FOREST MITCHELL	AL01LKG	C	C	1541	135 07/16/2012N4827K	FAI
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Comments: A407I (A-Air Carrier Operations 407-Training I-Information)

LKG ADMINISTERED A 14 CFR PART 135.293(A)(1-8) ORAL & WRITTEN EXAMINATION TO MR. KIRST. RESULTS WERE SATISFACTORY.

27	FS23 201258838		CE-152-152		FS23IAC	C	C	1563	183 07/14/2012N47417	FAI
28	AL01 201202246		NAVION- NAVION-A	KIRST, FOREST M	AL01RRE	C	C	5720	91 06/29/2012N4827K	FAI

Comments: B749U (B-General Aviation Operations 749-Operations U-Unacceptable)

6/28/2012, RRE, FAA test pilot, Al Wilson was on board and indicated that he had witnessed an extreme over-reaction to the airport fire responders after landing and taxi off the runway. Mr. Wilson indicated that after clearing the runway, the aircraft was taxied to a ramp area near the taxi-way and shutdown near the fire equipment. The firemen attempted to review the aircraft and became involved in a heated altercation with Mr. Kirst, who was attempting to connect a tow bar to the aircraft and move it prior to clearance from the emergency crew.

G743I (G-General Aviation Airworthiness 743-Operations I-Information)

6/29/2012, RRE, discussed with landing/taxi incident with Mr. Kirst. He pulled out an airport diagram map and pointed out that he had made a landing on runway 20L and departed on R (romeo). He saw the fire trucks in two locations and found a path through to taxi back to Arctic Aviation Hangar area. He stopped the aircraft in front of the hangar and proceeded to get out and pull the aircraft from the taxi way up to the hangar. At this point he got into the altercation with the airport police, and fire dept. Mr. Kirst felt that he had not declared an emergency, so determined that the police/fire could not stop him from moving the aircraft up to the hangar. The fire dept. attempted to stop Mr. Kirst, trying to inspect the aircraft for danger first and the altercation began. The altercation ended with the engine cowling open, verification of no fire danger, and verification of the engine oil leak.

G861I (G-General Aviation Airworthiness 861-Maintenance I-Information)

6/29/2012, RRE, Visited Arctic Aviation hangar, the location of the aircraft and discussed the aircraft repair with Mr. Kirst and Mr. Distad. They indicated that they had found a large rubber diaphragm in the propeller installation that had failed. They called it a bladder. The p/n is b119 for the Harzell propeller installation. By their estimate, this part had been on the aircraft for 92 hours. This bladder was a new installation with the prop. on 6/6/2011. Mr. Distad is adding a malfunction/defect report for the failure and working with Anchorage ACO to provide the failed part for analysis.

G879I (G-General Aviation Airworthiness 879-Maintenance I-Information)

6/28/2012, RRE, During phone duty received a call from ROC detailing this aircraft returning to the airport from the practice area outside FAI, with an oil leak reported. The aircraft was reported as landing without incident.

G879P (G-General Aviation Airworthiness 879-Maintenance P-Potential Problem)

6/28/2012, RRE, The inspector went out to review the aircraft at the east ramp. The aircraft was found with the cowling open. Oil was noted in a light coating throughout the engine compartment with no large leak noted. The oil dipstick was displayed by mechanic Fred Distad, and it indicated between 7 and 8 qts of oil qty. (7.5 estimated). Their intent was to wash down the engine and troubleshoot for the source of the leak.

29	AL01 201201526	KIRST, MITCHEL FOREST	AL01MSF	C	C	3532	65	06/18/2012	N4827K
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Comments: G699U (G-General Aviation Airworthiness 699-Conformance U-Unacceptable)

03/19/2012 - reviewed the air worthiness file for this aircraft and have found four FAA form 337s that appear to be at a minimum a field approval if not STCs. Discussed the 337s with other air worthiness inspectors in the office and they agree. 03/22/2012 - Talked with Dave Swartz manager of the Anchorage ACO and explained the problems of the 337s in question and asked if his office could look over the documents and give a major minor determination on them. This may become one if not two enforcement and would like to have the opinion of the ACO prior to taking the next step in this complaint investigation. Mr. Swartz stated he should have them reviewed by Friday 3/23/2012. 03/30/2012 - talked with the Anchorage ACO today about these modifications made to the aircraft in question, the aco basically stated they do not want to get into this given potential enforcement actions. 03/30/2012 - After discussing the ACO situation, we decided to have the 230 branch look at the FAA 337s, so we contacted Adam Geber at the 230 branch and discussed the situation and asked if they would be willing to review the forms sent and give use their opinion of major or minor. They agreed and said email the documents to them. The forms have been emailed to Adam Geber at the Alaska 230 branch. 03/30/2012 - received an email from the 230 branch stating the heater installation did not meet type design. Inspectors from this office hung a Condition notice from the aircraft stating the aircraft does not meet type design. 04/02/2012 - discussed the issues with the 230 branch today. A 44709 letter has been drafted and given to the admin for typing. 04/06/2012 - Forest Kirst contacted the FAA this morning requesting information on his aircraft about the alterations in question. I told Mr. Kirst that the heater modification and the pod installation were potentially installed without the proper data and or approvals. I told him these modifications are not the only ones being looked at but without the ACO reviewing them I do not have a definite answer. I asked him if he had received the 44709 letter and he stated no, I explained to him that he should receive this letter soon and we will need to review all documentation and log books for this aircraft so as to properly determine the extent of the modifications. I asked Mr. Kirst if he knows if all the paperwork was sent to Oklahoma in regards to these alterations, Kirst stated he did not know because his mechanic sent in the paperwork. I told forest this investigation was due to a complaint, Mr. Kirst is aware of this fact but acted like he did not know. He asked who made the complaint, I stated I could not divulge this information. Mr. Kirst stated the FAA process is to give him a copy of the complaint, I told him no we do not give out this type of information and that we have many types of data that cannot be given out to the public. Forest remained agumentative and at this time I stated I would get back to him today on the process of how to obtain information that is releasable to the public. 04/16/2012 - Received an email from Forest Kirst asking to schedule an inspection time for the aircraft, an email was sent back asking for his availability. Mr. Kirst has responded and we have a scheduled date of April 19, 2011 at 1100 am to conduct the 44709 exam of the maintenance records and aircraft. 04/19/2012 - received an email from the 230 branch today, this email contained a document that sights issues with all four FAA form 337's. This information will be used while conducting the 44709 exam. Fred Distad left a voice message on front line supervisor David Maranvilles phone asking if they could disconnect the wires and fuel lines to the heater and fly the aircraft this way until the proper paper work is obtained to reconnect the aircraft. 04/19/2012 - Conducted the records review of N4827K at Arctic Aviation were Mr. Kirst Keeps the aircraft records. Mr. Kirst told use we are on a witch hunt and are just picking on him because we don't want him to have a 135 certificate. Discussed the issues with the following alterations installed on his aircraft, that all been documented on FAA form 337s but are not field approved: Avionics rack installed on march 31, 2011 this was installed by tying into the fuselage bulkheads, Forest states there is a radio rack installed from the factory but he chose not to use this one. Forest does not have an owner produced radio rack that meets the same type design as the factory installation, he even showed me a picture of the factory one and stated the differences in his from the factory installation, the differences are, the vertical supports were not installed and the hole for cables is different, also the owner does not have documentation to show if the material used is equivalent to the factory installed rack. Second alteration in question is the installation of a south wind 940 gas heater installed under the radio rack behind the bulkhead in the tail cone, this installation does not have the appropriate approved data to install this heater. The Mechanic that performed the alteration used the Navion structural repair manual and the AC 43.13-1B as approved data. The third installation is STC SA10921SC, this is the installation of an alternator in place of a generator. It does appear from the aircraft records this has been install properly except for an apparent deviation of a secondary charging system to charge another battery. This second system has installation of a battery isolator that is not approved in aircraft, the part number of the battery isolator is IDG90HP made by NOCO. When asked about this the owner states because his aircraft is produced under CAR 3 he can put these types of things in without approval. When told he has unapproved parts installed in the aircraft he argued and would not listen to what the FAA inspectors tried to tell him. The fourth alteration is a camera pod that hangs from the under side of the wing, this is wired through the wing and into the cabin of the aircraft. The FAA form 337 states the pod is wired using AC 43.13-1B/2B, but the pictures show exposed wires hanging from the pod going to a panel in the wing and not secured from the elements, and inside the cabin the wires are lying on the floor not secured or even tied together to prevent damage. also the owner used a DER Peter Pupator to approve the UAF POD installation Drawing, and the pod structural analysis documents, it does appear after reviewing the airframe log book that a power inverter was installed on the unapproved radio rack that may be used to power equipment within the pod. Mr. Kirst was not willing to listen to what the inspectors were telling him he just argued and got more irritated with every outburst he had. Finally the inspectors told Mr. Kirst They were not going to continue at this point and would go back to the office and review the pictures of his log books and after that was complete we would come back to look at the aircraft. Also Mr. Kirst was told after he asked if he and his mechanic could dissable the installations and label them as inoperative would this allow him to fly the aircraft. I told Mr. Kirst that I would discuse this with the office and give him an official letter stating what his options are. 04/24/2012 - Discussed options with Mr. Kirst about how he can solve the issues with the alterations in question. Mr. Kirst has contacted

another DER to approve data for the radio rack, heater and secondary charging system. Discussed the option of issuing the aircraft a Restricted air worthiness certificate for the purpose of installing the UAF pod. It appears Mr. Kirst may elect this option. We have set an appointment for 4/25/2012 at 1230 to look at N4827K and discuss the options to fix the air worthiness issues. 04/25/2012 - Had a meeting with Forest Kirst and Fred Distad this afternoon, Forest gave me a copy of the airplane operation limitations (POH). Hand delivered a letter giving him multiple options available to correct the improper alterations in question. Forest is working with a DER by the name of Fliegen works to approve structural data for the avionics rack. Inspected and photographed the airframe alterations in question. 05/01/2012 - opened EIR on Forest Kirst and another EIR on Frederick Distad, see triggered ptrs. Forest Kirst submitted field approval packages for the avionics rack, secondary charging system and the UAF POD installation. PTRS has been opened for these actions. Along with the Field approval packages Forest Kirst submitted an application for Restricted category certificate in order to operate with the UAF POD installed.

30	FS23 201252046	BE-19-A	FS23IAC	C	C	1563	183 06/15/2012 N9344S	FAI
31	FS23 201250966	BE-19-A	FS23IAC	C	C	1563	183 06/09/2012 N9344S	FAI
32	AL01 201200952		AL01BEW	C	C	1563	183 12/14/2011	

Comments: J1991 (J-Crewmembers/Other Personnel 199-Personnel I-Information)

12/14/2011 - BEW - Inspector Weckwerth signed the form and contacted DPE Matthews to make the required correction for the location of test and name of "Facility". DPE Matthews came into the office and corrected finding. Application sent back to AFS-760.

33	AL01 201200732	CE-152	AL01BEW	C	C	1563	183 11/10/2011 N47417	
34	AL01 201103356	CE-152	AL01BEW	C	C	1563	183 10/07/2011 N47417	FAI

Comments: J1051 (J-Crewmembers/Other Personnel 105-Personnel I-Information)

10/07/11 - BEW - This check was a reexamination after disapproval 09/17/2011.

35	FS23 201155364	CE-152-152	FS23IAC	C	C	1563	183 08/25/2011 N47417	FAI
36	AL01 201102131		KIRST, FOREST MITCHELL AL01CXF	C	C	1534	61 06/24/2011 N4827K	ANC

Comments: J7111 (J-Crewmembers/Other Personnel 711-Operations I-Information)

05-02: Assigned to Inspector Farnell 05-03: 2150 and 709 letter to typing. Received packet from Larry (LIC) 05-10-11: 709 notice received by Kirst. 05-31: Talked to Cheryl at legal. Do we need to do entire commercial ride. 06-01: Talked to Front Line Mgr. and MGR. Only need to do the landing, emergency gear, decision making, portion of the check unless there are other indicators. 0830: Talked to Marston (Kirst Lawyer). Told Marston the process and if Kirst did not place his cert on temp deposit at the FSDO, it would be suspended pending compliance. Marston stated he would talk to Kirst and get back to the FSDO. 06-06-11: certificate placed on temp deposit at FAI FSDO. -23 completed. 06-23-11: 709 completed successfully.

37	AL03 201110333		KIRST, FOREST M AL03SRH	C	C	1534	61 06/24/2011	
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Comments: B1091 (B-General Aviation Operations 109-Personnel I-Information)

06/17/2011 ASI was assigned to conduct 44709 reexamination to Airman. 6/23/2011 ASI met with airman to conduct 44709 reexamination. The airman was reexamined given a thorough evaluation both oral and flight covering the following areas in the commercial PTS. Area I, II, III, IV, V, VI, VIII, XI, special emphasis was given in the areas of Emergency landing procedures, Hydraulic failure emergencies, engine out procedures, approach to stall, Aeronautical decision making. The results were satisfactory and this pilot displays a good safety attitude. This action completes the reexamination for his commercial pilot single engine privileges.

38	AL03 201110307	NAVION- NAVION-A	FOREST, MITCHELL K. AL03PAK	I	C	3627	91 06/23/2011 N4827	MRI
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Comments: G6251 (G-General Aviation Airworthiness 625-Conformance I-Information)

06-23-2011 ... Inspector Kathman received a request to perform a RAMP check inspection on this aircraft. The request was from the FSDO-03 Operations Inspector (SRH) assigned to perform a 44709 on this pilot. The pilot held a Temp. Certificate for "Student Pilot ONLY" and a current # 2 Medical issued 04-12-2011. The aircraft Registration was current (July) until

March 31, 2012. The Airworthiness Certificate was a Standard dated "R 10-29-56" and legible. There were no issues or concerns at the time.

39	AL01 201102130	NAVION- NAVION- NAVION	KIRST, FOREST MITCHELL	AL01LKG	C	C	1711	91 06/02/2011	N4827K	FAI
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Comments: B749I (B-General Aviation Operations 749-Operations I-Information)

MR. FOREST M. KIRST WAS PIC OF N4827K, A NAVION NAV-4-1827, ON 04/24/2011 THAT DEPARTED FROM FAI TO OME. MR. KIRST STATES THAT HE WAS ON AN IFR FLIGHT PLAN AND THAT IT WAS AN INSTRUCTIONAL FLIGHT WITH JESSICA ELLEN CHERRY, A FAA CERTIFICATED PRIVATE PILOT, [REDACTED] IN THE LEFT SEAT. MR. KIRST WAS IN THE RIGHT SEAT. MR. KIRST STATED THAT AFTER TAKING OFF FAI, HE CYCLE THE LANDING GEAR TO THE UP POSITION. THE GEAR INDICATION LIGHTS SHOWED THREE GREEN LIGHTS WITH A RED 'TRANSITION' LIGHT ON. ACCORDING TO MR. KIRST THIS INDICATES AN UNSAFE GEAR CONDITION. MR. KIRST STATES THAT HE THEN CANCELLED THE IFR CLEARANCE, FLEW BY THE TOWER TO VERIFY THAT THE LANDING GEAR WAS OUT, AND ENTERED THE PATTERN FOR A LANDING AT FAI ON RUNWAY 20L. HIS APPROACH AIRSPEED WAS 70 KNOTS WITH 55 ON SHORT FINAL. HE GENTLY LOWERED THE NOSE OF THE AIRCRAFT TO THE RUNWAY AND HEARD THE PROPELLOR STRIKING THE PAVEMENT. HE THEN ADDED FULL POWER AND PULLED BACK ON THE ELEVATOR. HE ATTEMPTED TO BOUNCE THE NOSE OF THE AIRCRAFT ON THE PAVEMENT TO FACILITATE LOCKING THE GEAR. THE NOSEGEAR LOCKED AND HE WAS ABLE TO LOWER THE NOSE OF THE AIRCRAFT AGAIN WITHOUT STRIKING THE PROPELLOR AGAIN. HOWEVER, THE AIRCRAFT BEGAN TO VEER TO THE RIGHT SIDE OF THE RUNWAY. MR. KIRST STATED THAT THE AIRCRAFT HAS NO BRAKES ON THE RIGHT SIDE (COPILOT), BUT ONLY ON THE LEFT SIDE (PILOT). MR. KIRST STATED THAT HE WAS PUSHING ON THE LEFT RUDDER IN AN ATTEMPT TO KEEP THE AIRCRAFT ON TRACK, BUT WAS UNABLE TO OVERCOME THE RIGHT PULLING TENDENCY AS THE AIRCRAFT LEFT RUNWAY 20L AND RAN INTO THE GRASS MEDIAN AND THROUGH A SNOW BANK. KNOWN DAMAGE TO THE AIRCRAFT AT THIS TIME IS AS FOLLOWS: NOSEWHEEL SEPARATED FROM THE NOSEGEAR FORK. RIGHT MAIN GEAR TORSION LINKS WERE BROKEN ALLOWING THE WHEEL TO CASTER. PROPELLOR STRIKE WITH DAMAGE TO BOTH BLADES. BOTTOM OF RUDDER FAIRING DAMAGED ALONG WITH TIE DOWN RING WORN FLAT. THERE WERE NO REPORTED INJURIES. 06-02-11: Assigned to Inspector Farnell Reference PTRS # 20110231 for 709

40	AL01 201102262	NAVION- NAVION- NAVION	KIRST, FOREST M.	AL01HMS	C	C	3711	91 05/05/2011	N4827K	FAI
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Comments: G829I (G-General Aviation Airworthiness 829-Maintenance I-Information)

5/4/2011 Traveled to Arctic Aviation and met with Forest Kirst, owner and pilot of N4827K, a Navion that recently encountered a hydraulic system failure, hard landing and propeller strike. The hydraulic system reservoir showed signs of metal contamination. The propeller blades were both bent. Discussed with both Forest M. Kirst, holder of airframe and powerplant mechanic certificate #2933061 that it is necessary for whomever returns to service the engine currently installed in N4827K to have that engine inspected to determine it meets its type certificate or properly altered condition. I gave mr. Kirst a letter stating three different ways of dealing with the current engine to make sure the aircraft is returned to service with an airworthy engine.

G872I (G-General Aviation Airworthiness 872-Maintenance I-Information)

41	AL01 201102269		KIRST, FORREST	AL01RLB	C	C	5953	05/04/2011	N4827K	
42	AL01 201102274		KIRST, FOREST	AL01HMS	C	C	3953	05/04/2011	N4827K	FAI

Comments: B101I (B-General Aviation Operations 101-Personnel I-Information)

discussed the alaskan region general aviation initiative with mr. kirst who is also a cfi and flies an ercoupe.

43	AL01 201101949	BL-7		AL01BEW	C	C	1563	183 04/13/2011	N57408	FAI
44	AL01 201000750			AL01JLL	C	C	1563	183 10/05/2009		

Comments: J109I (J-Crewmembers/Other Personnel 109-Personnel I-Information)

THIS WAS AN INITIAL FAILURE FOR THIS PRIVATE ASEL APPLICANT. APPLICANT DID NOT USE HIS CHECKLIST AND FAILED TASK IV TAKEOFF AND LANDINGS - APPLICANT DID NOT COMPLETE THIS TASK. NO FURTHER ACTION IS REQUIRED.

45	AL01 201000751		AL01JLL	T	C	1563	183 10/05/2009	
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Comments: J109I (J-Crewmembers/Other Personnel 109-Personnel I-Information)

THIS WAS A SUCCESSFUL REEXAMINATION FOR THIS PRIVATE ASEL APPLICANT. NO FURTHER ACTION IS REQUIRED.

46	AL01 200902496	CE-152	AL01DSL	C	C	1563	183 05/27/2009N47417	
47	AL01 200901279	2009AL010007	KIRST, FOREST	AL01DSL	C	C	1731	91 04/15/2009N47417

Comments: B199I (B-General Aviation Operations 199-Personnel I-Information)

11/14/2008 RECEIVED TELEPHONIC NOTIFICATION FROM THE CIVIL AIR PATROL SQUADRON IN FAIRBANKS OF A MID AIR COLLISION BETWEEN A CAP AIRCRAFT CE-182 N9772H AND A CE-152 N47417. 11/18/08 ATC DATA REQUESTED TO FACILITATE INVESTIGATION 12/01/2008 EIR INITIATED AS RESULT OF FLIGHT INSTRUCTOR FAILURE TO COMPLY WITH ATC INSTRUCTION RESULTING IN A MID AIR COLLISION 01/02/2009 NO ATC FORMAL DATA RECEIVED FROM ATC AS OF THIS DATE. 03/09/2009 RECEIVED DRAFT COPY OF AUDIO TRANSCRIPTS

48	AL01 200901768	CE-152-152	KIRST, FOREST M.	AL01HMS	C	C	3953	03/02/2009N47417	FAI
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Comments: B101I (B-General Aviation Operations 101-Personnel I-Information)

MR KIRST IS A LOCAL FLIGHT INSTRUCTOR PILOT. I GAVE HIME THE FLYERS AND THE CO DETECTOR. WE TALKED ABOUT THE FAA'S ALASKA GENERAL AVIATION INITIATIVE AND THE FAA WEBSITES.. HE INSTRUCTS IN A CESSNA 152 AND AN ERCOUCPE. HE IS BASED ON THE EAST RAMP OF FAIRBANKS INTERNATIONAL AIRPORT.

49	AL01 200901469			AL01MKA	C	C	1530	61 02/25/2009	FAI
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Comments: B109I (B-General Aviation Operations 109-Personnel I-Information)

MR. KIRST WAS ISSUED AN ADVANCED GROUND INSTRUCTOR CERTIFICATE BASE ON HIS WRITTEN AGI TEST REPORT, DATED 01/29/2009. THIS RECORD IS CLOSED.

50	AL01 200900003		THOMAS, FRANCES ELLEN KIRST, FOREST	AL01DSL	S	C	1665	183 12/19/2008	FAI
51	AL01 200901203	CE-152	FOREST MITCHELL	AL01DSL	C	C	1702	91 12/01/2008N47417	FAI

Comments: B103U (B-General Aviation Operations 103-Personnel U-Unacceptable)

AIRMAN WAS PIC OF AIRCRAFT OVERTAKING A SECOND AIRCRAFT WHEN HE COLLIDED WITH OVERTAKEN AIRCRAFT

52	AL01 200901217	CE-152	KIRST, FOREST	AL01DSL	C	C	1711	91 12/01/2008N47417	FAI
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Comments: B199U (B-General Aviation Operations 199-Personnel U-Unacceptable)

CFI KIRST, WHILE PROVIDING INSTRUCTION IN THE TRAFFIC PATTERN ACKNOWLEDGED OTHER TRAFFIC AND WAS LCEARED FOR THE OPTION #2 BEHIND THAT TRAFFIC. HE ALLOWED HIS STUDENT TO FLY A NON STANDARD BASE TO FINAL AT A HIGHER AIR SPEED THAN THE PRECEDING TRAFFIC RESULTING IN THE LEADING EDGE OF HIS AIRCRAFT'S LEFT WING CONTACTING THE TRAILING EDGE OF THE THE RUDDER OF THE PRECEDING AIRCRAFT. EIR TO FOLLOW.

53	FS60 200801022	SP-GEN-AP		FS60RDW	C	C	1563	183 09/30/2008N94365	IYS
54	AL01 200803268			AL01RCE	C	C	1563	183 09/18/2008	
55	AL01 200803273			AL01RCE	C	C	1563	183 09/18/2008	

56	AL01 200802623		AL01DSL	C	C	1563	183	06/26/2008
57	AL01 200801587	KIRST, FOREST MITCHELL	AL01RFW	C	C	1534	61	02/26/2008

Comments: B101I (B-General Aviation Operations 101-Personnel I-Information)

LETTER OF RE EXAMINATION 44709, WAS SENT TO THE CFI ON 02/07/2008. THE RE EXAM WILL CONSIST OF AN ORAL EXAMINATION TO EVALUATE IF THE CFI IS QUALIFIED TO HOLD HIS CFI CERTIFICATE. THE ORAL WILL TEST THE CFI'S KNOWLEDGE OF THE PIPER PA-22 SYSTEMS AND HIS JUDGEMENT IN SELECTING SAFE LANDING AREAS BEFORE ATTEMPTING TO DO SO. THE LETTER STATED THAT THE CFI HAD 10 DAYS TO RESPOND OR FURTHER CERTIFICATE ACTION WOULD BE TAKEN. REFERENCE PTRS#AL01200801386. 2/27/2008: CONDUCTED RE EXAM WITH PILOT, WITH EMPHASIS ON SELECTING SUITABLE PRACTICE EMERGENCY LANDING SITES AND PROPER OPERATION OF PA-22 AIRCRAFT POWER SYSTEMS. THE RESULTS OF THE ORAL EXAM WERE SATISFACTORY. FORM 8700.10 WILL BE SENT TO AIRMAN RECORDS IN OKLAHOMA CITY AND A LETTER OF SATISFACTORY RESULTS WILL BE GIVEN TO THE AIRMAN.

B199I (B-General Aviation Operations 199-Personnel I-Information)

RECEIVED A RESPONSE LETTER FROM FOREST KIRST STATING THAT HE HAD RECEIVED THE LETTER FOR REEXAMINATION WHICH WAS SENT TO HIM ON 02/07/2008. 2/19/2008: I RETURNED FOREST KIRST TELEPHONE MESSAGE HE LEFT FOR ME WHILE I WAS IN NOME LAST WEEK. HE SAID THAT HE RECEIVED THE 709 LETTER BUT DID NOT KNOW WHY IT WAS SENT. HE CLAIMED THAT SINCE THE AIRCRAFT ENGINE FAILED TO RESPOND TO THE FULL THROTTLE INPUT WHEN NEEDED, THAT IT WAS A MECHANICAL PROBLEM AND NOT PILOT ERROR. WHICH OF COURSE IS NOT THE CASE. I WILL TRY TO CONTACT HIM THIS WEEK TO SET A DATE FOR THE 44709 RE EXAM. 2/21/2008 RECEIVED PHONE CALL FROM FOREST KIRST. HE MADE A APPOINTMENT FOR THE RE EXAM FOR TUESDAY, FEBRUARY 26TH. AT 0900HRS. TO BE CONDUCTED HERE AT THE FSDO.

58	AL01 200801386	PA-22	KIRST, FOREST M	AL01RFW	C	C	1703	91	02/05/2008N7637D	95Z
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Comments: B103I (B-General Aviation Operations 103-Personnel I-Information)

01/23/2008: INVESTIGATION IS COMPLETE AT THIS TIME. ALL EVIDENCE SHOWS THAT THE CFI MAY LACK THE KNOWLEDGE NECESSARY TO PERFORM HIS CFI DUTIES SAFELY MY RECOMMENDATION WILL BE FOR A 44709 ORAL TO BE PERFORMED COVERING THE CFI'S KNOWLEDGE IN THE AREA OF SELECTING SUITABLE LANDING SITES AND THE PROPER OPERATION OF PA-22 AIRCRAFT SYSTEMS. REFERENCE PTRS#AL01200801587.

B199I (B-General Aviation Operations 199-Personnel I-Information)

12/28/2007. INTERVIEWED INSTRUCTOR FOREST KIRST AND STUDENT PILOT GARY BAUMGARTNER CONCERNING THE CIRCUMSTANCES THAT LED TO THE ACCIDENT. BOTH PILOTS ADMIT THAT THEY MISTOOK THE AREA OFF TO THE LEFT SIDE OF THE RUNWAY AS THE ACTUAL RUNWAY ITSELF AND WHEN THEY ATTEMPTED A GO AROUND THE ENGINE FAILED WHEN FULL POWER WAS APPLIED. BOTH PILOTS SENT IN WRITTEN STATEMENTS AS REQUESTED BY ME. A/W INSPECTOR ERIC JONES AND I WENT TO BRADLEY FIELD TO VIEW THE ACCIDENT SCENE. WE ALSO WENT TO ARCTIC AVIATIONS HANGER AT FAIRBANKS AIRPORT WHERE THE AIRCRAFT WAS MOVED TO AND INSPECTED THE AIRCRAFT. IT APPEARS THAT ALL ENGINE CONTROLS WERE FUNCTIONING CORRECTLY. NOTE, WE VIEWED A PLACARD NEXT TO THE THROTTLE CONTROL IN THE COCKPIT WHICH READ, "WHEN APPLYING FULL POWER TAKE TWO SECONDS TO MOVE THE THROTTLE FROM THE CLOSED POSITION TO THE FULL OPEN POSITION". FROM THE PILOTS STATEMENTS, THIS WAS NOT DONE SINCE THEY WERE ATTEMPTING TO APPLY FULL POWER QUICKLY IN AN ATTEMPT TO AVOID SURFACE CONTACT.

B399I (B-General Aviation Operations 399-Records/Reports I-Information)

01/15/2008. RECEIVED RECORDING TAPE FROM FAI FLIGHT SERVICE WHICH CONTAINS THE PHONE CALL FROM THE CFI TO FLIGHT SERVICE ASKING TO CLOSE HIS FLIGHT PLAN AND REPORTING THAT HE HAD AN ACCIDENT AT NORTH POLE AIRPORT. FSS STATED THAT THEY FAILED TO CALL FAI FSDO TO REPORT THE ACCIDENT AND ACCEPTED THE RESPONSIBILITY FOR NOT DOING SO. THIS CLEARS THE CFI OF THE ALLEGATION ON FAILING TO REPORT AN ACCIDENT. THE INVESTIGATION AS TO THE CFI FAILING TO RECOGNIZED THAT HE WAS NOT LINED UP WITH THE ACTUAL RUNWAY AS HE BELIEVED HE WAS IS STILL IN PROCESS.

B413I (B-General Aviation Operations 413-Training I-Information)

12/28/2007: START OF INVESTIGATION CONCERNING THE ACCIDENT THAT OCCURRED WHILE PRACTICING A VFR LOW APPROACH TO RUNWAY 33 AT NORTH POLE, BRADLEY FIELD. CFII, KIRST FOREST WAS GIVING INSTRUCTION TO STUDENT PILOT GARY BAUMGARTNER WHEN THE ACCIDENT TOOK PLACE. FAA FORM 8020-23 WAS COMPLETED AND FORWARDED TO SUPERVISOR JOHN SIMMS ON 12/28/2007.

59	AL01 200703578	PA-18	AL01DSL	C	C	1563	183 08/22/2007N7489L
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Comments: B307P (B-General Aviation Operations 307-Records/Reports P-Potential Problem)

RETURNED CERTIFICATION FILE TO EXAMINER DUE TO INCOMPLETE DESIGNATED EXAMINER OR AIRMAN CERTIFICATION REPRESENTATIVE REPORT.

60	AL01 200702663		AL01DSL	C	C	1563	183 04/06/2007
61	AL01 200701112	KIRST, FOREST MITCHELL	AL01CAL	C	C	1525	61 10/20/2006

Comments: B109 (B-General Aviation Operations 109-Personnel I-Information)

FOREST KIRST DEMONSTRATED ABILITY TO TEACH FLYING IN SINGLE ENGINE AIRCRAFT. ORAL EXCELLENT FLIGHT CHECK GOOD

62	AL01 200605341	CE-172-RG	AL01BEW	C	C	1563	183 09/08/2006N9710B FAI
63	AL01 200605179		AL01BEW	C	C	1563	183 08/18/2006
64	AL01 200604003	CE-152	KIRST, FORREST	AL01CAL	S	C	1622 91 05/04/2006N47417 FAI