

Atigun Pass Plane Wreck

Matt Gleaves Witness Statement

On the day of 24 August 2014, my crew and I were working on cleaning up the damaged pipeline Heat Pipesand casings at Atigun Pass. It was a beautiful, sunny Sunday and it was around 12:30pm. We had just finished lunch and I was heading down the Pass's ROW (Right of Way) with my teamster, Steve Hayden, to drop him off at the boom truck located at the OMS (Operations Material Site) at the bottom south side of the pass. A small plane flew over us before we had reached the boom truck and Steve rolled down his window and noted that "the plane is Right there!"

It is very common to see planes and helicopters flying over us, so I didn't think much about Steve's statement. Yet, Steve was very surprised with how low the plane was flying and said that it was only a few hundred feet above us. Moments later I received a radio call on the ARTS system from Adrian Torrez saying a small plane had just crashed. The time was around 12:40 pm.

I immediately called Pump 4 security, located at Pump Station 4, at 9+4407 on the ARTS system and relayed the message. They immediately began to mobilize and started asking questions: are there any survivors? What is the extent of the wreck? I replied that I didn't know but two of my crew members (Vince Fantazzi and Robert Williams) were on their way to crash site to check on the passengers. I also informed them that I and Steve Hayden were going to drive up the Haul Road to get a better view. I asked Adrian Torrez to stay at his truck by the ARTS and relay any further information. We parked about 50-70 feet above the plane and were joined a few moments later by an Alyeska security guard named Ron Roehl. I yelled down to Fantazzi and Williams who said they were able to open the cockpit, with verbal instruction from the pilot, and all the passengers were conscious and responding but banged up pretty bad.

At that moment, I decided to make my way down to the wreck and check the vitals of the passengers until the medic and proper personnel could arrive. I then asked Steve Hayden to remain by my truck and relay any further information and direction that may be needed. It was also agreed that the truck would mark the location of the plane from the Haul Road since it was not visible to anyone driving by.

As I made my way to the plane, it became very obvious that the mountain side was very loose with large sharp rocks and gravel. This became even more apparent when I got on the wing of the plane and the plane was wanting to move. Robert Williams was at the tail of the plane pushing down with his body weight to stabilize the plane and keep it from sliding down the side of the mountain. This was a big priority, to keep everyone safe, and it was decided to get the passengers out of the plane since it seemed very unstable in its location. Everyone in the plane was alert with the one of the women in the back (Marcene) praying out loud.

Vince Fantazzi was on the "downhill" side of the wing and we started getting the pilot out of the plane once he removed his own seatbelt and shoulder restraints. Vince moved around the front of the plane to the "pilot's side" where he could help me with the pilot, Forrest Kirst. I was able to pull Forrest out of the plane and onto the wing. We then got his legs pulled out and I sort of rolled/ slid him over to Vince who was by the nose of the plane. Forrest was very alert, but seemed like he was in a lot of pain

and complained about sharp pains in his lower back. Forrest put his arm around Vince who helped him find a place to lay towards the front of the plane.

I then turned my attention towards the remaining passengers in the plane. One of the women in the backseat (Marcene) was praying out loud saying, "Oh God, Oh Jesus..." I said, "Ma'am, let me just say that God put me, us, here to rescue you! So I need you to help me get you out." I checked and made sure that the man in the co-pilot's chair (Darrel Spencer) was alert and aware of what I was doing, which he was. So I then focused my attention to the two women in the back seat again, primarily the one that was closest to me (Daphne) sitting behind the pilot's seat. She seemed dazed and in shock as she could barely lift her arms. I told her that I was going to remove her seatbelt (single lap belt) so I can get her out of the plane. She said, "I don't know how to get out." I said, "Come towards me and I will help you." I grabbed her by the belt and pulled her gently towards me. She then started helping me by turning her back towards me and trying to stand up. I got excited and told her, "Alright! You're my hero!"

I finally managed to get my arms beneath both of her shoulders and was able to lift her up. She seemed like she was also in a lot of pain and complained that her shoulder and back also hurt. I tried to keep her calm and focused while we both worked to get her out of the plane. I finally managed to pull her completely from the fuselage letting her just fall straight back on me. I then reached up and pulled her legs out of the cockpit and rolled/ pushed her towards Vince Fantazzi. She was still very much in shock and Vince had to hold her up and literally move her feet to get her to walk. I then turned my attention back to the two remaining passengers.

It was at this time that I noticed there were more people arriving to help from many different places. Adrian Torrez had made his way up the mountain and was helping Vince Fantazzi. Jamie Newlon, Pump Station 4 security/medic, was also on site and checking Forrest's vitals. Other pipefitters from the project going on at Pump Station 4 arrived on site and were also helping: Mark Stevens, Brad McMillan and Taylor Wallace. There was also a man who worked with DOT was on site and also a licensed pilot. There was even a group of tourists from Coldfoot, the guide's name was Jacob, who stopped to assist as well. Everyone was eager and willing to assist.

So I returned to the passenger in the back seat, Marcene, who was still praying. She was cognizant and appeared to be in a lot of pain. I removed her seat belt like I had done with Daphne's, but her foot was pinned beneath the co-pilot's chair. The bottom of the plane was dented and bent from the crash and her foot had become trapped. This caused her much pain when she and I tried to move it. So I began looking for another way and even thought about cutting her shoe off and sliding her foot out. I did manage to help her turn her foot slightly and she was able to pull it out with comparatively little effort.

At this point we noticed fuel coming out of the wing in a steady flow and I really pressed upon Marcene the need for her to help me help her. Marcene understood and helped out as much as she could. I grabbed her by the belt as well and gently pulled her over as I had done with Daphne. I managed to get my arms beneath her shoulders and pick her up with her assistance. I finally managed to pull her completely from the fuselage letting her just fall straight back on me. I then reached up and pulled her legs out of the cockpit and rolled/ pushed her towards Vince Fantazzi and the others. She was not as dazed, but she was definitely hurting and struggling to stand. When Vince and Jacob got her off the wing she immediately sat down and could not move any further.

So I finally turned my attention back to Darrel Spencer who had severe bleeding from a gash he received on the top right side of his head. I saw a fleece blanket in the back seat and decided to pull it out and use it to bandage Darrel's head. When I pulled off Darrel's hat and saw the injury, I notified Jamie who immediately came over to look. Jamie inspected it thoroughly and said it was head trauma but it seemed to be ok. She said, "Head Trauma always looks really bad... you're going to be ok Darrel!" Jamie then returned to performing triage on the other passengers.

I then went back to getting Darrel out of the plane. I helped Darrel remove his seat belt and both shoulder restraints as he seemed to be in pain even though he was stoic. Darrel is a big man and I wasn't sure how I was going to get him out of the plane since there wasn't much maneuvering room. I also did not want to put myself in a more dangerous predicament by crawling completely into the plane with him.

I decided that if I removed the pilot's chair then that would give me room to work and Darrel could slide and exit over the seat. While I wasn't able to remove the chair, I did manage to break the seat and fold it backwards. This gave me energy until I realized I could not do the same thing to the co-pilot's seat without hurting Darrel.

By this time, other Alyeska Security had arrived on site and had brought hand tools with them to assist in extracting the passengers. I tried to use the pry-bar and hatchet, but was too concerned about hurting Darrel to continue. I then asked Adrian Torrez and Brad McMillan to go grab the Metabo and we would try to cut the seat and lay it back.

I talked to Darrel and made sure he was coherent while we waited. Keeping Darrel coherent the entire time was a very easy task. He was calm, stoic, quiet and lucid the entire time. He told me he was looking for an Alaskan adventure to tell his grandkids about. He told me he has six grandchildren, the youngest is 1 ½ and the oldest is 8 years old. He was born on [REDACTED] and has a son who is a paramedic. He also complained of pain in his chest and arm

While talking to Darrel, I finally noticed that there was a 4-5" gap between his rear end and the back of the seat. The reason I was having difficulty getting Darrel out is that it had appeared his legs were pinned beneath the console of the plane much like Marcene's foot had been trapped earlier. When I told this to Darrel, I asked him if he could scoot his "butt" back as it looked like he had slid down and under. He said, "I don't know if my bum will go back or not but I will try." When he did, it freed his legs.

I then took the fleece blanket that I had and snaked it under his arms, beneath each shoulder and around his chest. I then told him that I would pull slowly and he would push and we would work him out together. I then helped Darrel make his way across the broken pilot's seat. This worked until I was able to get him up and help him exit the plane in the same manner as everyone else: letting him fall back on me, pulling his legs from the plane and then resting him on the wing.

At this time both Brad McMillan, Jamie Newlon and Mark Stevens came over and helped me lay Darrel flat on the wing. Once he was laying still on the wing, we laid him on a stretcher and strapped him down. We then, along with Robert Williams and Jacob, moved the stretcher to an area of rock where we could prop Darrel up and keep him flat. We then used the fleece blanket to keep him warm. He did complain about being cold once, but I and Mark Stephens made sure he was as comfortable as possible. We even made some jokes to lighten the mood in which Darrel smiled and stayed engaged.

Jamie Newlon had directed that Forrest was the first to go down and in an ambulance due to his injuries. She had also started him on an IV and he was taken down on a stretcher. Marcene, who also had an IV, was next to be taken down on a stretcher because of her injuries. Then we took Darrel down on a stretcher and finally Daphne who also went down on a stretcher. No one was injured in the process of taking the survivors down the mountain. Everyone worked patiently, efficiently and effectively in taking the survivors down the mountain and loading them into the ambulances. It is my understanding that the individuals were then taken to the Galbraith Airstrip just north of Pump Station 4 about 45 minutes north of Atigun Pass.



Limestone

Sandstone

Shale

Siltstone

Mudstone

Gneiss

Schist

Quartzite

Metasandstone

Metasiltstone

Metamudstone

Metagneiss

Metaschist

Metagranite

Sandstone

Siltstone

Mudstone

Gneiss

Schist

Quartzite

Metasandstone

Metasiltstone

Metamudstone

Metagneiss

Metaschist

Metagranite



SP

an

an

an

an

ON Sunday AT 1:10 pm I WAS RIDING IN A TRUCK GO DOWN
HILL AT THE TIME WE ABOUT 1000 FT OFF VALLEY FLOOR WIN
PLANE GO OVER THE TRUCK AT 500 TO 800 FEET I LOOK UP AT THIS
TIME PLANE MOTOR WAS RUMBLING CLIMBING UP CANYON COUPLE MINUTES
LATER WELDER CALLED AND SAID PLANE CRASHED

Steve Hayden





Statement Form

Name: Matthew Gleaves	Date of Incident: 8/24/14	Alyeska Case No.:
Home Address: [REDACTED] Manhattan, KS 66502	Work Phone: [REDACTED]	Home Phone: [REDACTED]
Work Location: Atigun Pass		
I.D. Badge No.:	Company: Houston - ASRC	

Statement

My crew and I were working at Atigun Pass on the VSM and Heat Tube cleanup on the day of 8/24/14. We had just finished eating lunch and I was on my way down the Pass's ROW with my teamster, Steve Hayden, when a small plane flew over us. This is very common, so we didn't think much about it at that moment. Then a few moments later, my welder, Adrian Torrez, called me on the ARTS radio and said that the plane had crashed. I immediately called security at [REDACTED] and notified them of what had happened. The time was around 12:40 PM.

I asked Torrez to stay on the ARTS to relay information and he said that Vince Fanzitto and Robert Williams were on their way up the hill to the plane wreck to check on the passengers in the plane. My teamster and I then drove to the top of the Haul Road about 50 feet above the plane wreck. Alyeska Security, R. Roehl, arrived on site a few seconds later.

At that point Vince and Robert had managed to open the canopy with verbal direction from the pilot and were talking to the people in the plane. Robert moved to the tail of the plane and was trying to stabilize the plane as much as possible as the wreck was on the side of a hill with lots of loose rocks (ie the plane was wanting to slide). I made my way down the side of the hill towards the plane and Vince had moved around to the passenger side of the plane. Steve Hayden stayed by the truck on the Haul Road and helped relay information on the ARTS as needed.

I got on the plane next to the pilot's side and started helping extract the pilot from the cockpit. His name was Forrest and he was very coherent, but banged up pretty badly. Vince and I got him up and I pulled him out. Vince came around to the pilot's side and I rolled the pilot toward him. Forrest was in a lot of pain and complained about sharp pains in his lower back. Forrest put his arm around Vince, and Vince was able to find a location just in front of the nose of the plane to lay the pilot down.

I then turned my attention towards the two women in the backseat, primarily the woman who had been sitting directly behind the pilot. Her name was Daphne and she seemed dazed and even in shock. She kept saying, "I don't know how to get out" and I kept saying, "Come towards me and I will help you." I finally managed to get my arms beneath her shoulders and pulled her out. She also seemed like she was in a lot of pain and complained that her shoulder and back also hurt. I then pulled her completely out of the plane letting her fall back on me. I then pulled her legs out and rolled her towards Vince. She managed to put her arm around him and he slowly walked her to a rock that she could sit on.

It was about that time I noticed more help arrived from many different places, Jamie Newlon was on site and checking Forrest's vitals. Alyeska Security was assisting Jamie. Several Pipefitters arrived from PS04 (Mark Stevens, Brad McMillan and Taylor Wallace) and began helping Jamie and Alyeska Security with the passengers. A tour guide from Coldfoot (Jacob) stopped and helped assist along with other tourists. This was great timing, as they were able to help assist with the extracted passengers.

So I turned my attention to the other female passenger in the back seat, Merciene (sp?). I was able to help her unbuckle her seat belts and move her towards the pilot side of the plane. I picked her up to the point that she was able to put her feet under her. I then helped her come out of the plane in the same manner that Daphne had come out. She fell back on me and I was able to roll her, move her, towards Vince and the others. She was not as dazed, but she was definitely hurting and struggling to stand.

I then turned my attention back to the co-pilot, Darryl Spencer, who had severe bleeding coming down the side of his head. I notified Jamie who immediately came over to inspect him saying that it was a head trauma, but it seemed to be ok and she told him it was going to be alright. His leg seemed jammed under the front cockpit and we noticed that fuel was leaking from the wing of the plane. I broke the pilot's seat to give him room to get him out, but he was still unable to move and complained of pain in his chest and arm. I asked him if he thought anything was broken and he said no. After several minutes of inspecting and trying to break the co-pilot chair, I noticed that he had slipped to where he the back of his rear-end was 4'-5" from the back of his seat. When I asked him if he could scoot his rear back he did so and that freed his leg. I then took a blanket that was in the back seat and wrapped it under his arms and around his chest. I then told him that I would pull slowly and he would push and we would work him out together. This worked until I was able to pick him up and help him exit the plane in the same manner as the two women. At this time, both Brad and Jamie came over to help me and we were able to lay him flat on the wing of the plane until we were able to get him a stretcher. By this time many more Alyeska personnel were on site along with DOT.

My crew and the other volunteers then assisted Jamie Newlon and Alyeska Security in taking all four passengers down the hill on stretchers. Everyone performed admirably and worked well together! Cudos to Jamie Newlon who took charge declaring what order of priority each passenger had. No one questioned her and everyone followed her directions. Everyone came down the very slippery rock hill safe with no one getting injured. For a group of individuals who werer not trained in this task... everyone did a great job!

Signature: [REDACTED]	Date: 24 Aug 2014	Time: 2026
Security Guard Signature: [REDACTED]	Date: 24 Aug 2014	Time: 2026
Page: 1 of 1		

Attach to Form 3198, Security Report, or Form 2433, Equipment Accident Report, as needed, and retain per that form's retention requirements.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: August 26, 2014
Person Contacted: Steve Hayden
NTSB Accident Number: ANC14LA068

Mr. Hayden was interviewed over the telephone.

Mr. Hayden stated that he and his supervisor were driving downhill near the 168 mile marker of the Trans-Alaska Pipeline when he heard an airplane come up on them. The airplane appeared to be about 500 to 800 feet above them when it went by. It was on the east side of the valley. When he looked up out of the truck he saw the left wingtip/tiptank. It sounded like the engine was "running strong" when it went by. The weather was good and there was a 2 to 5 mph breeze come down the valley.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: August 26, 2014
Person Contacted: Robert Williams
NTSB Accident Number: ANC14LA068

Mr. Williams was interviewed over the telephone.

Mr. Williams stated that when he first saw the airplane, it was flying slow along the contours of the terrain "like he was looking for game." The hill was right in front of him and it was like he was heavy, or did not have enough power to climb, or did not see it. It was a "slow impact." It "seemed to bounce down" and then slide down and stop. There were "no bad engine sounds."

Later he talked to an Alaska Department of Transportation Crew and they advised him that they had seen the airplane also and that "it was really low" and had barely cleared "Chandler" prior to him seeing it coming up on the pass.



RECORD OF CONVERSATION

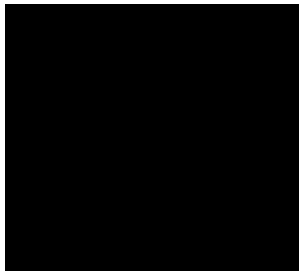
**Todd Gunther
Air Safety Investigator
Eastern Region**

**Date: August 26, 2014
Person Contacted: Adrian Torrez
NTSB Accident Number: ANC14LA068**

Mr. Torrez was interviewed over the telephone.

Mr. Torrez stated that he saw the last 5 seconds of the airplane's flight. He first heard the airplane and it was "really loud." It was flying much closer to him than he had seen other airplanes in the area do.

It flew straight at the mountain. It was flying level then hit the mountain "front first," then slid on its belly about 30 feet and came to a stop.



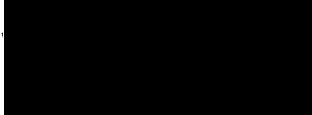
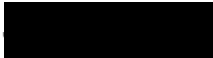
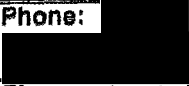

Record of Interview Job Aid

From FAA Order 2150.3B

APPENDIX A. SAMPLE DOCUMENTS

* * * * *

Figure A-3. Record of Interview Job Aid.

RECORD OF INTERVIEW		
RECORD OF INTERVIEW		
Date and time of Interview <i>08-27-14 @ 1540</i>	Place of Interview <i>FAIRBANKS MEMORIAL HOSPITAL</i>	
Name/address of person interviewed <i>DARRELL SPENCER</i>	Name/address of person conducting interview <i>CHRIS FARME V</i> <i>FAI - FSDO - FAIRBANKS, AK.</i>	
Phone: <input checked="" type="checkbox"/> Home:  <input type="checkbox"/> Work: <input checked="" type="checkbox"/> Mobile:	Phone: <input type="checkbox"/> Home:  <input checked="" type="checkbox"/> Work: <input type="checkbox"/> Mobile:	
Reason for Interview <i>ACCIDENT INVESTIGATION</i>		
Other persons present		
Name: <i>JASON MAJOR</i>	Address:	Phone: 
Name: <i>MARINE SPENCER (WIFE)</i>	Address:	Phone: 

Did witness identify any additional witnesses that should be interviewed? If so, specify names and phone numbers. YES DAFNE MCCANN: [REDACTED]

MARCINE NASON: [REDACTED]

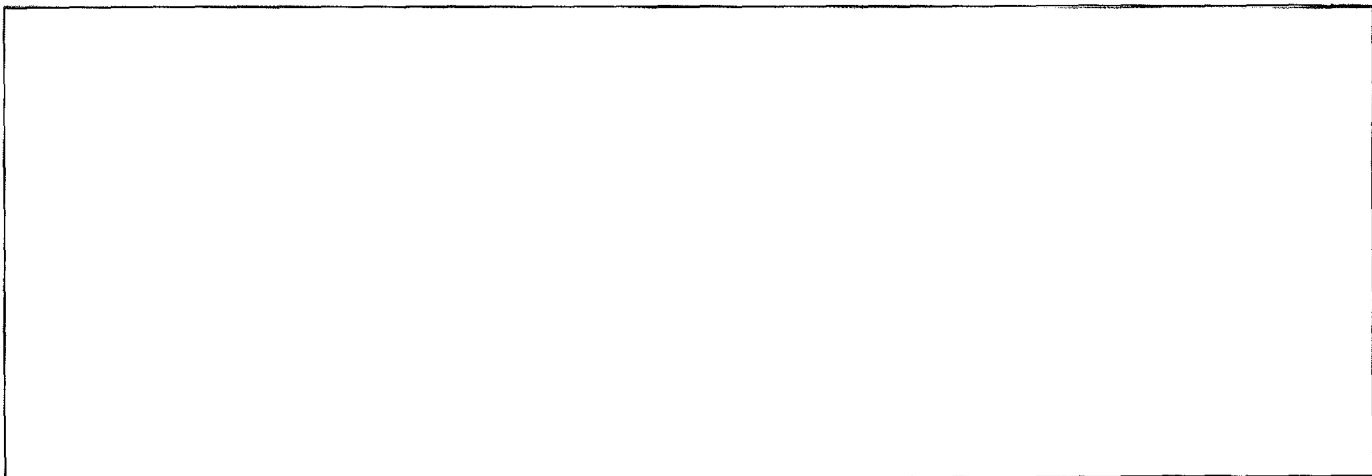
Did witness identify any documents or other evidence that may be pertinent to this case? If so, where is it located? NO.

Does person interviewed have any specialized knowledge pertinent to the subject of the interview? NO.

Remarks:

Interviewer Signature	FAA Office	File Number	Date
[REDACTED]	AL-01		08/27/2014

SPENCER'S BACK IS BROKEN IN (2) PLACES. ALL 3 PASSENGERS GOT ON PLANE @ FAI. ALL 3 PASSENGERS BROKE THEIR BACKS. SPENCER WAS IN THE FRONT RIGHT SEAT. TRIP WAS SUPPOSED TO GO TO KAKOVIK TO SEE POLAR BEARS. STOPPED IN ISBT FOR BATHROOM BREAK. SMOOTH AIR UP VALLEY, CLEAR BLUE SKY, SMOOTH AIR UP THE PASS. EVERYONE HAD SHOULDER HARNESS' ON. SPENCER CAN'T REMEMBER 3-4 MIN BEFORE ACCIDENT. THEY ALL RECEIVED PRE FLIGHT BRIEFING BEFORE TAKEOFF @ FAI. SPENCER DOESN'T REMEMBER WHAT PILOT WAS DOING. ROAD PEOPLE HELPED UNTIL MEDICAL SHOWED UP. PILOT LINE HELICOPTER PILOT PICKED UP ONE GIRL. PILOT DIDN'T SAY ANYTHING. PILOT STATED HE COULD OPEN CANOPY 4 1/4" IN FLIGHT FOR TAKING PHOTOS. PILOT STATED THE GPS TRACKING.



Use additional sheets as necessary

Page *of*

Record of conversation: Darrel Spencer

Participants: ASI's Jason Major, Chris Farnell, Brian Weckworth, Mrs. Maxine Spencer

8/27/14: Spoke to Mr. Spencer, his description of events is as follows:

*Mr. Spencer stated he vetted Mr. Kirst quite extensively and felt no reservations about getting in the aircraft with him.

*He said they departed Fairbanks and traveled to the first stop in Bettles Ak.

*The landing was uneventful. The stop was for a coffee and rest room break. Note: no fuel was purchased in Bettles.

*The aircraft departed with no issues as well. Enroute to the next stop, Deadhorse, Mr. Kirst provided wildlife picture opportunities before the accident.

*He does not remember the impact or any details leading to it.

Record of conversation: Darrel Spencer

Participants: ASI's Jason Major, Chris Farnell, Brian Weckworth, Mrs. Maxine Spencer

9/8/14: Spoke to Mrs. McCann, her descriptions of events are as follows:

*Mrs. McCann says when they loaded in Fairbanks, she does not remember a pre-take off briefing.

*Said flight from Fairbanks to Bettels AK was uneventful.

*Stopped in Bettels for a break.

*After leaving Bettels they followed the pipeline with everyone taking pictures. She was seated behind pilot Kirst.

*She believes they were none or the passengers were wearing shoulder belts, only lap belt.

*Remembers taking pictures while circling a moose in a pond. Shortly afterward, she took an air-sickness pill (Gravol) because she felt queasy.

*After they entered the mountainous areas, she remembers a feeling what she described as "like when you feel an airpocket in a big plane and you have feelings in the stomach". When asked if it was a drop or rise in elevation she could not recall, other than it wasn't abrupt enough to feel her life was in danger at any time.

*Her next memory was waking up after the accident.

*When asked if there were any strange noises from the aircraft, she said none that she can remember.



RECORD OF CONVERSATION

Matt Freeman
Aviation Accident Investigator
Alaska Region

Date: September 9, 2014
Time: 9:15 a.m. ADT
Person Contacted: Forest Kirst
Location: Providence Hospital, Anchorage, Alaska
NTSB Accident Number: ANC14LA068
Investigator In Charge: Todd G. Gunther

Also Present:
Clint Johnson; NTSB Alaska Region
Brent R. Cole (Attorney)

Narrative:

After introductions, Clint asked Forest to describe the events leading up to the accident.

- Forest received a call about two weeks prior to the accident flight from the male passenger that wanted to learn about flightseeing and observing polar bears at Barter Island.
- Originally the flight included two passengers, and then a third person was added.
- Three of the passengers were from a group of seven, traveling on a Princess cruise.
- The cost of the one day charter is \$3,500, for one, two, or three people.
- The male passenger, in the age range of 40's to 50's weighed 262 pounds.
- The male passenger seat was moved almost all the way back.
- The pilot recalls departing Fairbanks International Airport (FAI) at about 10:00 a.m. for Bettles (BTT).
- The flight took 1.5 hours from FAI to BTT.
- The itinerary was FAI-BTT-Deadhorse (SCC)-Barter Island (BTI)-SCC-FAI.
- The pilot was in the left seat.
- The male passenger was seated up front and the two women were in the back.
- The flight plan filed was for 4 POB.

- It was a nice flight from FAI to BTT.
- During the flight, one woman became queasy but not sick.
- Motion sickness pills were offered by the male passenger but were declined since they induce sleep.
- The pilot described the small motion sickness pills were in a camera lens size container and not in a commercially packaged container.
- The accident airplane stopped in BTT for a bathroom break and a brief walk around. The pilot said he chain smokes, so it gave him a chance to walk around.
- The passengers had two long lens cameras and one video camera.
- The pilot reported he did not purchase fuel at BTT.
- Two life preservers and an inflatable raft were in the airplane in the event of a water landing.
- The flight from BTT to Atigun Pass took about twenty minutes.
- During this segment of the trip, the pilot reported the three passengers seemed much more subdued.
- He was climbing through 5500 – 5700 feet with a target altitude of 6000 feet around Chandalar Shelf.
- The male passenger slumped into the yoke and blocked the throttle and landing gear controls as they encountered rising terrain and a downdraft.
- An inflight cruise of 130 knots increased to 160, near redline.
- The pilot yelled at the unresponsive passenger and attempted to push him away from the engine controls and off the yoke.
- The pilot was pinned by the unresponsive passenger.
- To facilitate moving around the cabin for taking pictures, the four point harness was not used by the passengers.
- The back passengers were reported to be unresponsive during the entire time the male passenger was unresponsive.
- The pilot was able to lower the flaps half way.
- Prior to the crash, the pilot opened the canopy 6-inches to facilitate a post-crash exit.
- Post-crash the pilot was able to shut off the fuel, master, and magnetos, pop the seatbelt and open the canopy and exit the airplane.
- The three passengers were unresponsive after the crash and remained in the airplane.
- Aleyska Pipeline personnel showed up and the pilot asked the personnel where the passengers were. He was told the airplane was not stable and could slide down the embankment, and the three passengers were in the airplane.
- One of the female passengers was medevaced direct to Fairbanks by helicopter. The pilot and two remaining passengers were transported to Galbraith Lake for medevac transportation.
- The pilot seems to think the passengers took the motion sickness pills that caused them to become unresponsive.
- The pilot reported there were no mechanical malfunctions or anomalies that would have precluded normal operation.
- When asked about weight and balance for the accident flight, the pilot said he calculated the weight of fuel, bags, and people to be about 40-pounds below gross weight.

- He uses a 3 by 5 notebook kept in his shirt pocket for actual weight and balance, fuel consumed during the flight including when he switched tanks, noting which tank was selected.
- Possibly the notebook is in the airplane or was lost at the accident site.
- A portable Garmin 196 GPS and panel mount GPS was in the airplane at the time of the accident.
- The aircraft wreckage was transported to Arctic Aviation in Fairbanks, Alaska.

Matt Freeman
Air Safety Investigator (Detail)

Record of conversation: Forrest Kirst

Participants: ASI's Jason Major, Chris Farnell, Brian Weckworth

9/9/14: Spoke to Mr. Kirst briefly as he had a therapy appointment coming up. His descriptions of events are as follows:

*All passengers were talking non-stop during the flight from Fairbanks to Bettels AK. *After leaving Bettels, the passengers were subdued, even during photo opportunities. *Mr. Kirst believes all the passengers might have taken air-sickness pills, which Mr. Spencer had with him.

*On approach to Chandalar the aircraft was climbing around 5500-5700 ft. At approximately 5800ft Mr. Spencer "slumped" forward blocking the controls, sending the aircraft into a nosedive.

*Also Mr. Spencer's body was pinning Mr. Kirst as his body fell left. During this time Mr. Kirst was yelling at Mr. Spencer to wake up, and physically trying to move Mr. *Spencer's body while flying the aircraft.

*He stated, that during the recovery, he "U-turned" the aircraft so it was situated on a downhill slope of the terrain. He also said, he didn't have a lot of time because the aircraft was doing 130 kts in a down attitude.

*He said as he was trying to rouse Mr. Spencer, the rear passengers were unresponsive in his pleas for help as well.

*After doing all he could to get the aircraft stable he realized a crash was imminent.

*He then proceeded to "set-up" for the impact. In doing this he said he applied ½ flaps, and opened the canopy approx. 6 in.

*After the crash, he shut down the Mags, fuel, etc.

*When asked about passenger shoulder harnesses, he believes none had them on due to extremely large camera equipment.

* Mr. Kirst also said Mr. Spencer might have knocked himself out with the camera hitting the windshield.

Adrian Torrez - 9/8/14

On the day of 8/24/14, the time was around 12:40pm when I heard a plane that sounded like it was flying really low. When the plane was in my sight of vision it was a few seconds from impact on the side of the mountain at Atigun Pass. The plane seemed to bank away from the mountain as the nose impacted the rocks and came to a sliding stop around 30 feet down from where it impacted.

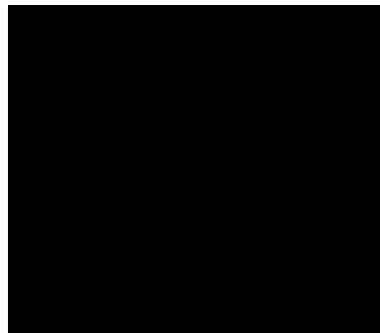
Statement from Robert Williams

Date 9-8-14

Well while working in Atiqun Pass on the Pass on Aug 24 2014 while working Heard a Plane flying in the Pass Spotted Plane from what I seen look like the Plane was Awfully Close to the ground Also it look like he was flying Contour of the Mountain I Remember Saying to my self if he dose not gain Altitude he going to crash I Started listening for Sounds coming from the Air Craft I Did Not hear any Changes in Rpm Nor Did I hear Anything like Engine trouble or Anything Plane seem to be Mechanilly Sound the Plane to Me to be over loaded it Just seem that when it Reach a certain Altitude it wasn't going to gain anymore Altitude Plane crash landed into the Mountain it first look like a soft landing it hit, Stop, slid 30^{ft} Stop Plane was in one Piece it look in good Shape for a plane wreck At first I was looking for Someone to get out but After a couple of Minutes I knew something was wrong Rescue Started Shortly After

Record of Interview Job Aid

From FAA Order 2150.3B



APPENDIX A. SAMPLE DOCUMENTS

* * * * *

Figure A-3. Record of Interview Job Aid.


RECORD OF INTERVIEW		
RECORD OF INTERVIEW		
Date and time of Interview <i>9/8/2014 @ 1200</i>		Place of Interview <i>AL-01 - FSDO PITOWNE</i>
Name/address of person interviewed <i>DAFNE NASON</i>		Name/address of person conducting interview <i>CHRIS FARNELL</i>
Phone: <input checked="" type="checkbox"/> Home: <input type="checkbox"/> Work: <input checked="" type="checkbox"/> Mobile:		Phone: <input type="checkbox"/> Home: <input checked="" type="checkbox"/> Work: <input type="checkbox"/> Mobile:
Reason for interview <i>ACCIDENT INVESTIGATION</i>		
Other persons present		
Name: <i>JASON MAJOR</i>	Address: <i>AL-01 - FSDO</i>	Phone:
Name:	Address:	Phone:

Did witness identify any additional witnesses that should be interviewed? If so, specify names and phone numbers. **NO**

Did witness identify any documents or other evidence that may be pertinent to this case? If so, where is it located? **NO**

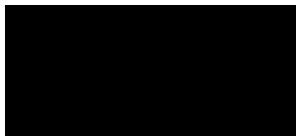
Does person interviewed have any specialized knowledge pertinent to the subject of the interview? **NO**

Remarks:

Interviewer Signature	FAA Office	File Number	Date
	AL-01-FSDO		9-8-14

The pilot did a run up before departing FAZ, stopped in BTT for a bathroom break. The flight followed the pipeline mountainous areas. Nason started getting queasy and took a motion pill. 10 minutes later it felt like they hit an air pocket. The air pocket had a "downward feeling". Drake II and the pilot were slumped over. Nason was sitting behind the pilot. Nason was not sure if they were wearing their shoulder harness. Nason's front teeth are broken, has upper back injuries. Nason did not hear any different or unusual sounds. Has T₃, T₄, C₂ injuries as well as 2 fractured ribs.

Sister (Marcie McCann) is still critical, having to be intubated and has a tracheotomy. Nason didn't feel anything was wrong. Nason felt her body being pressed into the seat in a "downward pull."



Record of Interview Job Aid

From FAA Order 2150.3B

APPENDIX A. SAMPLE DOCUMENTS

* * * * *

Figure A-3. Record of Interview Job Aid.

RECORD OF INTERVIEW		
RECORD OF INTERVIEW		
Date and time of Interview <i>09-09-2014</i>		Place of Interview <i>PHONE</i>
Name/address of person interviewed <i>FOREST KIRST</i> [REDACTED]		Name/address of person conducting interview <i>AL-01-FSDO</i> <i>FAIRBANKS, ALASKA</i> <i>CHRIS FARNELL - ASI-OPS</i>
Phone: <input type="checkbox"/> Home: <input checked="" type="checkbox"/> Work: <i>FORWARDED TO MOBILE</i> <input type="checkbox"/> Mobile: [REDACTED]		Phone: <input type="checkbox"/> Home: [REDACTED] <input checked="" type="checkbox"/> Work: [REDACTED] <input type="checkbox"/> Mobile:
Reason for Interview <i>ATIGAN PASS ACCIDENT - PILOT</i>		
Other persons present		
Name: <i>JASON MAJORS</i>	Address: <i>AL-01-FSDO</i>	Phone: [REDACTED]
Name: <i>BRIAN WECKVERTH</i>	Address: <i>AL-01-FSDO</i>	Phone: [REDACTED]

KIRST'S PARTNER, FRED DISTAD, WILL BE BRINGING THE AIRCRAFT TO FWD THIS EVENING.

KIRST HAS SEVERAL STEEL BARS IN HIS BACK AND CAN CURRENTLY MOVE HIS RT FOOT 2-3" AND HIS LEFT FOOT $\frac{1}{4}$ " - $\frac{1}{2}$ "

KIRST STATES HE WAS 'TRYING TO LIMIT THE DAMAGE', NOT TRYING TO MAKE THE ROAD AND NOT TRYING TO TURN AROUND.

KIRST STATES HE WAS 1000' AGL. TRIED TO WAKE UP PASSENGERS WHEN HE MADE A U-TURN DOWN 130 KTS. THEN NOSE PITCHED OVER "FULL NOSE DOWN" 900 - 1000' AGL.

To Whom It May Concern:

October 8,2014

On August 24, 2014 my crew and I were working at Atigun Pass. We had just finished lunch and I was just getting out of our truck when I heard something that caused me to look up. Just I as looked up I saw a small plane hit the side of the mountain and come to an abrupt stop. My partner (Adrian Torres) called the crash in immediately while myself and the other crew member on site (Robert Williams) started running up toward the plane.

I was the first to the plane and was relieved to see all the people in the plane were conscious and without any visible serious trauma. The pilot was the only one that was talking - the other passengers seemed in shock (Marcene was praying). The pilot told me the first thing I had to do was to remove the canopy and get him out of the plane. He instructed me how to unlatch the canopy and open it. Due to the condition of the canopy I needed help from Mr. Williams, who had now arrived on the scene, to get it open.

My first attempts to help the pilot out were unsuccessful as he discovered the his leg "wasn't working right". Another crew member (Matt Gleaves) arrived on the scene and helped me lift the pilot out. We found a place on the rocks for him to sit as we went back to the plane to get the passengers out. As he sat on the rocks I could hear him talking to himself - "What happened?, What the hell happened?" He also made a comment about his business that went something like - "Well, I guess I'm out of business" or "Well, there goes my business." He remained very lucid throughout the ordeal. On two occasions he instructed the responders that certain switches needed to be turn on or off.

Later I heard him talking to another responder and although I didn't hear much of the conversation, I did hear him say, "I don't know what happened - I guess I was too low, I don't know."

Darreell Spencer was conscious throughout the incident. Even though he was the last out of the plane he never complained or seemed panicked. He was quiet and stoic. He had the most serious visible injury as he was bleeding from a head laceration on the right temple. He responded (as far as I know)to all questions that were asked of him throughout the ordeal.

These are the facts that I recall. If there is any other way I can assist this investigation, please let me know. You may contact me at [REDACTED] or email me at [REDACTED]

Vincent Fantazzi

Signature

Date

10-10-14

October 29, 2014

To Whom It May Concern:

My name is Timothy R. Fickus and I work for the Department of Transportation, State of Alaska, at the Chandalar Camp maintenance station on the Dalton Highway. I am an equipment operator and a private pilot.

On Sunday, August 24, 2014 near 12:00 noon, I was climbing the Chandalar shelf (north bound) near milepost 237 in a semi truck. Ahead of me in another truck was Matt Ellingston, also a DOT employee stationed at this same maintenance station. As we neared the top of the incline leading up the shelf, both of us heard the aircraft in question overfly us. From my position near the top of the road incline, I could see the darker belly of the aircraft for a few seconds until it passed from sight. I would estimate that the aircraft to have cleared the shelf at about 100 feet of altitude above the ground.

When I arrived at the top of the shelf, I had a better view of the aircraft against the greens and browns of the landscape ahead. It was now several miles ahead of me and I would estimate it to have been at about 1000 feet AGL. I could not see the aircraft when it made its final turn up Atigun Pass, as both the aircraft and the mountains flanking the Pass were gray. When I lost sight of it, I would estimate the aircraft to be between slide path 6 and 12 (designated DOT locations), and below the elevation of the waterfall, which is about half way up the south side of pass.

After delivering the load of material on the shelf, we were returning to the Chandalar camp for another load, I heard on the CB radio that there was an aircraft down. I was at the top of the shelf at this point, and I believe it was the Alyeska pipeline maintenance crew on the radio. They were saying that there was an aircraft over the side of the road and medics were on the way. I informed Matt Ellingston, who is also the station foreman, that there was a plane down on the pass. Matt asked me to respond to the scene, so I drove a pickup truck from the camp, with medical supplies and a backboard up to the crash site.

When I came to slide path 12, I could see the wreck near the top of the pass. It was about 100 feet below the guardrail in the rock and talus strewn, east-facing, and down-sloped edge of the road, on a very steep decline. I would estimate that the plane was about 500 feet from the summit of the pass, somewhere around 4800 feet MSL. The plane was in the slide path 27 to the best of my knowledge. Other rescuers (Alyeska Pipeline personnel) were already on the scene.

Taking the backboard, I worked my way down the steep slope from the road to the crash site, and started helping with the injured. All four occupants of the aircraft were injured, with some appearing to be more serious than others.

The pilot Forrest Kirst, was the first one I spoke to, and I asked him what happened. He replied that he was about 1000 feet over the top of the pass when a strong downdraft began causing the aircraft to lose altitude. I don't recall how much of a down draft he said it was, but I believe he said it was in the thousands of feet per minute. He said he had tried adding power and lowering the flaps to half, to compensate. He didn't say if he tried to turn out of the pass to avoid hitting the mountainside, but it looked as if that was what he was attempting at the last moments of flight.

Ron Roehl with the Alyeska pipeline company security, asked me for advice on how to proceed, (I don't believe he had encountered aviation accidents before and wanted to be sure the right authorities were notified). I instructed him to have the Alaska State Troopers notified and the FAA. I also asked another Alyeska worker that was beside my truck to call Matt Ellingston and Paul Krenzke (both DOT workers) to come to the crash site and assist in the rescue. I would have made the climb myself to make the call but with the loose rocks and people all around the crash scene I was fearful of the rocks rolling down and causing more damage or injuries.

All the injured were carried down the slope to a pipeline access road where either ambulances or a helicopter was waiting to medevac them.

Forrest Kirst was the first to be placed on the backboard since he was in a poor position in the rocks below the aircraft. He would have been at great risk should the aircraft slide downhill. As a result, he was the first to be transported to the Alyeska ambulance. At this point there was only one backboard at the scene.

The two women appeared to be stable at the time so rescuers attempted to extract the injured passenger from the co pilot position. Before this was completed, one of the women began to develop complications and appeared to be going into shock from what appeared to be head trauma; she was taken by Alyeska helicopter from the crash site directly to FMH.

The passenger in the co-pilot position was freed by the time rescuers returned to the crash site from transporting the woman to the helicopter. He was the third to be transported to the ambulance. The last to be moved was a woman complaining of back pains.

I was returning to Chandalar camp at about 4:45 PM when the State Trooper arrived from the Coldfoot post. We exchanged with the trooper what we had done with our rescue efforts, and Ron Roehl, of Alyeska security, gave him some personal belongings from either in the wreck or the immediate vicinity, consisting of a camera, two hand bags, a jacket and a shoe.

From: Ellingson, Matthew T (DOT) [REDACTED]
Sent: Saturday, November 01, 2014 9:38 AM
To: Sipperley, Bradford (FAA)
Subject: RE: Statement - aircraft accident

Brad,

Yes the map and location of the truck at mile point is correct.

On August 24th around 12:30 to 1pm or close to, Tim Fickus and myself seen a plane fly close overhead as we were climbing the Chandalar shelf hill with our work trucks. Tim ask me over the radio what kind of plane was that. I replied I don't know what kind(Make)I think it is a low wing old plane. Tim usually knows his planes because he has his own plane and has been a pilot for many years. So we talked over the radio as we got to the top of the shelf and was able to see it flying right towards the pass at low level to the ground and pipeline. Tim says there he goes right in the pass at low level. I remember saying or thinking that's not usually good , as there has been a lot of plane wrecks due to the steep climb thru the passage. We got another load of gravel at our yard -Chandalar DOT camp. It was shortly after that Tim had heard a call out over the CB that a plane has crashed in the pass. I was out of the truck and heard the office base radio when Tim relayed to me that an Ambulance and Alyeska workers were heading there. I told Tim to get our first aid supplies and head up there to help, and call me if he needed me and Paul (who was operating the grader on the shelf) right away or if we had time to park the equipment and get back to the shop and into a pickup to head up there. Tim had sent word over the CB radio that we should come as soon as we can. Paul and I got into our flatbed pick up and headed up. I set out signs (be prepared to stop) on the pass below the wreck and at the top of the south side. Paul had got out of the flat bed after the first sign and ran down the hill to assist with getting a backboard from an ambulance, and go back up the hill to a fourth injured passanger of the plane wreck. I parked an ran down to assist with the third injured as he was being carried down the hill to the ambulance. Tim had helped with carrying the first or second injured (guy)-I believe was the pilot, and I helped carry the third -guy and Paul and I the fourth -lady down the hill to the ambulance.

It took about six people to carry each injured down the hill over the large rocks and creek. There were many pipeline workers and tourists helping along with Alyeska's ambulance teams. Two ambulances and One helicopter. I had heard that one lady was critical and I knew the one man I helped carry was badly cut, and they all had back and face injuries.

The plane wreck itself appeared to have been crashed purposely like as if he tried to land it right side up. It also looked like the plane had lost climb and had to land/crash as their was no place to turn out in the tight canyon at the top end. I heard the pipeline workers saw the plane losing climb and the motor was screaming right before it crash landed.

Matthew T. Ellingson

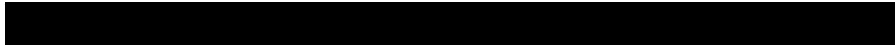
Foreman -Chandalar DOT

11-1-2014

[REDACTED]

Subject: Brooks Range Plane Crash Atiqun Pass

On August 24, 2014 At About 12:30 PM I heard A Plane Overhead while in my truck At the Atiqun Pass. I looked up and saw the Plane flying very low along the contour of the Mountain. I kept watching the Plane from my truck for About 10 Seconds before I saw it Crash into the Mountain and slide about 20130 feet. I was Actually Concerned that the Plane was not going to make it Over the Pass \ Mountain AS I watched it. I did not hear Anything unusual before the Plane Crashed into the Mountain. I immediately got out of My truck and Climbed up the Mountain with vince who was in the truck behind me. When we got to the Plane it was leaking fuel and was very unstable on the Rocky Mountain. Vince and me started working on getting the cockpit open. Once we got it Open Vince Started getting the Pilot Out. I then stood on the Back wing of the Aircraft \ Plane to stabilize it from sliding down the Mountain while others helped get the Remaining People out of the Plane. Paramedics and the others rescue People Arrived Shortly After to Assist the injured People until the Ambulances and helicopter Arrived. The first Person taken out of the Plane was the Pilot. Then the two women were taken out of the Plane. The last Person taken out of the Plane was the front Passenger who had his shoulder harness and lap belt Secured. we had a lot of difficulty getting him out but Matt finally did get him out. While waiting for the Ambulances to Arrive I heard the Pilot say, I guess I am out of business and the downdraft Pushed Me



down. I hope this information is helpful.

Date 11-3-2014



Arctic Aviation

Fairbanks, Alaska 99709

Mr. Jason Major
FAA Accident Investigator

11 November 2014

As I have told you in the conversations over the last two months Forest log show. Forest has been doing all the hands on maintenance and has not wanted to involve me in the working on the aircraft. I have been keeping track that he has not been going over 100 hours and annuals inspections. That all the involvement I have had.

When Forest went to put the wing tip tanks on he did not involve me in it. Either to discuss it with me or ever to have me hold a wrench for him. He asked me when it would fit in my schedule to have a space in the hangar for the Navion N443K so he could work on it. I gave him a dated and he then pull the in the Navion with tip tanks and remove the tip tanks and ailerons and put the Navion N443K out. Then he then cleaned up the tip tanks and ailerons and painted them at a different location. Then he asked when he could bring the other Navion N4872K in to install them. I asked if he had the STC and he showed me the STC paperwork that he had purchased the N4872K. I asked him if he had checked the aileron balance after painting and he assured me he had. Then gave him a date he put Navion N4872K in the hangar and installed them. After words I saw Forest doing paperwork involving the log books. I asked him about Equipment List, Weight and Balance and the Log Entry and he assured me that he had made them. He then said that all that was left was the test flight and he then test flew the N4872K and after words I saw him make a log entry.


Forest has the ratings (A&P License and I.A Certificate) and wanted to keep track of all the required inspection items and do all the communications with the FAA regarding the maintenance and operation of the aircraft. Forest has some hand tools, reference materials and part here at the hangar. He also has had access to my maintenance facility, hangar, shop equipment, specialized tools, hand tools, reference materials and my experience and knowledge.

I have had problems in the past with Forest on some disagreements on maintenance. He will ask for your opinion based on your experience and knowledge on some thing. Then want to argue about it. It's only your opinion based on your experience and knowledge should be taken that way. It's should be an aid to see it through someone else eyes and help you make a better well informed decision. I fell a lot of times he argues with you and tries to show that he's knows more then you. Even if there is no right or wrong just an opinion not a fact. A lot of times Forest comes across like your challenging him and

gets on the defective when you're asking a simple question about the maintenance of this aircraft.

Forest is always pointing out to his students here in the office that the Pilot is in charge at all times, makes all the decisions, and even if told by the tower or ATC do some thing you are required to verify that you can. If you decide not to, say can not do that because the final decision is yours and yours only. Your in charge all times and people can point out things to you decisions are yours and the only thing a passenger can say that effects anything is land the aircraft I what out. Then you say ok and deviate to the nearest runway and land. Then and only then discuss what the problem is. Other then a passenger saying land you're in charge and control of the aircraft at all times and all decisions and actions. Remember **One Thing** at all times no matter what **FLY THE AIRCRAFT** and then deal with passengers second.

Forest is always the first to pointing out all the things that lead up to an accident and that it is a chain of events leading to it except when it comes to himself. I like Forest but, it bothers me that talking to Forest and other people that have talked to him on the phone or in person. There is no Remorse, it's not his doings it's the propeller. No indication of wanting to do anything different.



Frederick K Distad
Arctic Aviation
Owner A&P I.A.

Arctic Aviation

Fairbanks, Alaska 99709

Jason Major
FAA Accident Investigator

12 November 2014

When the engine in question was brought to the hangar I don't remember if Forest Kirst or Francis Daniel or both of them brought it over. I did not see a sale transaction between them. I was present when Forest and Francis were both hear at the hangar and Francis sat down to make his log entry. Forest said that Francis needed to say the engine was overhauled. I asked if the engine was test ran and was told no. I said that Francis could not state the engine was overhauled according to FAR 43.2. All Francis could do is to make an entry on what he had done, disassembled, cleaned, inspected, repaired as necessary, and reassembled with the following new part and or tested in accordance with approved standards and technical data and list all manuals, service info and AD'S used. Forest would have to finish it by verifying what had been done and continuing on and installing engine in aircraft for brake in and meeting the requirement of the overhaul manual and document it in the log book. Then and only then it would meet the overhaul standards. Forest wanted to argue about it. I told Forest that he asked me and that how it needs to be singed off and I was not going to argue with him. Even though it was Saturday afternoon I call FAA Inspector Mark Smith at home. I asked Mark to talk to Francis on what needed to be in and how to make the entry for Francis part. Also could he explain to Forest about the requirements on verifying that all work was done and his requirements on engine installation and brake in procedure, manuals and reference material, log entries to make it an overhaul. I gave the phone to them and left and after they got done talking to Mark and while Francis was making his entry. Forest came in to the other room and said you were correct Mark said that Francis sign it off the way I had said. I (Forest) have to finish the rest of the things required and then install the engine and Brake in procedures in accordance with the Overhaul Manual. Then it is considered Overhauled even though Francis or I don't say that we overhauled it.

I thought until recently that Forest had bought a complete engine with all accessories. I had heard that Francis had disassembled it and had gone through the complete engine and accessories and decided to sell it after finishing it instead of buying a aircraft with high time engine or no engine. It had sounded like Francis had just finished the engine assembly. Now it look like it could have been anywhere from 2002 the log entry date.

Frederick K Distad
Arctic Aviation
Owner A&P I.A.

Arctic Aviation

Fairbanks, Alaska 99709

Jason Major
FAA Accident Inspector

12 November 2014

To answer your question on what I and Arctic Aviation have for equipment for braking in and overhaul engine. It's mine and Arctic Aviation policy that only (zero time) engines that have been overhauled by FAA certified engine repair facility that have been through the complete engine overhaul process. Or used serviceable engines the have already been overhauled and broke in and are under TBO hours. Will be installed only after reviewing log books showing last overhaul, brake in and service history and the reason removed and after doing what ever inspections are required.

I do not have a suitable test stand to test runs an engine and documentation of all required findings. I do not have the following items to make the airframe a suitable test stand for brake in.

1. Wood test club propeller for the B.II.P at the R.P.M.
2. Water Manometer (for crankcase pressure).
3. Cylinder temp set up for 4 or 6 cylinders.
4. Calibrated test instruments for remote control test panel.
5. If done in aircraft I would have to send the following instruments out for calibration test and certification paperwork. I would have to make Log entries on removal and installation of instrument and FAA approved certified documentation would have to go in the aircraft records. I also do not keep the following overhauled or calibrated instruments in on hand or stock.
 - 1 Tachometer.
 - 2 Fuel flow.
 - 3 fuel pressure.
 - 4 Oil temperature.
 - 5 Scavenge oil pressure.
 - 6 *Oil inlet temperature and capillary.
 - 7 *Oil outlet temperature and capillary.
 - 7 Cylinder head temperature for all cylinders.
 - 8 Manifold Vacuum.
 - 9 Or the following *Potentiometer with a selector switch and thermocouple for the various points of temperature measurement (for oil inlet and oil outlet temperature gauge and capillary.

Frederick K Distad
Arctic Aviation
Owner A&P I.A.

Statement of Adrian Torrez

[REDACTED]
Oroville, CA 9596

On August 24, 2014 I was working in the Atigun Pass. . I was in a truck with Vince Fantazzi. Robert Williams was in a truck in front of us. After just finishing lunch at about 12:40 pm I heard a plane that sounded like it was flying really low that caused me to look up. The plane was in my sight for a few seconds before it hit the side of the mountain . It came to a sudden stop around 30 feet from where it first hit the mountain at Atigun Pass.. The nose of the plane impacted the rocks and made what looked like a soft landing. We were about 250 feet or more from the crash site.. We called Matt who is our foreman who contacted pump station 4. Robert and Vince went to the plane first and I stayed in the truck with the radio. After Matt and Steve arrived I went to the plane and saw that the passengers appeared seriously injured. I recall Matt trying to get the pilot out first with Vince helping him. Robert was standing on the back wing of the plane trying to stabilize it from sliding down the mountain. It was about 3 hours if not longer before the last ambulance arrived for the final passenger. Vince and I were with the pilot before he was taken away by ambulance. I heard the pilot say "there goes my business" and " I guess I am going to go out of business." I also heard the pilot say " the downdraft pulled me down". The two women seated behind the pilot had their lap belts secured and the male passenger in the front of the plane had his shoulder harness and lap belt on at the time I arrived .

[REDACTED]
Adrian Torrez

12/5/14
Date