

Record of Communication

FAA Inspector: Patrick A. Teagarden

Airman: Flaming, Parker, CFI [REDACTED]

Phone Number 907 [REDACTED]

On 7/19/2022 Parker Flaming provided the requested documents: 1. Andy Anderson CFI Endorsements 2021 2. Flight Detail Report

On 8/11/2022 Parker Flaming provided the requested information regarding a record of a pre-solo knowledge test.

Inspector Note: In the comparison of Andy Anderson's pilot logbook and the endorsement records from Parker Flaming there was a missing endorsement in March 2022. I requested that Parker Flaming examine his records to determine if there were any other endorsements from 2022.

On 8/12/2022 Parker Flaming sent an addendum to the endorsements with a single endorsement for Solo Cross Country on 3/31/2022 with limitations of 2500' ceiling, 10 knots of winds, and 5 SM visibility that expired on 6/29/2022.

Inspector Note: FAR Part 61 requires a 90-day solo endorsement for the student pilot after instruction given in the specific make and model aircraft. There was no record of such a flight connected with the 3/31/2022 endorsement.

8/18/2022 Parker Flaming sent an email stating that the endorsement was for N4340C a 7AC Champion Aircraft Owned by Andy Anderson.

8/18/2022 Sent Parker Flaming the Pilot Bill of Rights, with a request for interview regarding the possible regulatory violation of the endorsements provided on 3/31/2022 to Andy Anderson.

8/31/2022 Interview

During the interview with Parker Flaming, Inspector Teagarden asked if he had ever provided any flight planning training for a flight to Valdez. Parker Flaming responded "no". Teagarden then asked Parker if he had given flight training in connection with the solo endorsement of 3/31/2022. Parker again answered "no". Did you provide instruction in the subject of weather? Parker Flaming responded "yes". Did you log such instruction? "no". Did you give a cross country endorsement to Andy Anderson for a flight to Valdez? Parker Flaming responded "no". Did you received any communication from Andy Anderson regarding a cross-country flight to Valdez? Parker Flaming responded "no". Inspector Teagarden asked Parker Flaming if he had provided any instruction in flight by reference to instruments to Andy Anderson? Parker Flaming responded that he had not because the aircraft he was receiving training in did not have such instruments.



RECORD OF CONVERSATION

Mark P. Ward
Air Safety Investigator
Alaskan Region

Date: July 21, 2022
Person Contacted: Tommi Passin
Location: Telephone
NTSB Accident Number: ANC22FA053

At 1300 today, I talked to Tommi. She lives just west of the S turns into Thompson Pass. She said at about 5:05pm her husband Jesse saw the accident airplane flying very low, just above the treetops, over their house. She and her husband were very surprised to see an airplane out flying and especially an airplane attempting to fly through the pass because the weather was not good. She said the clouds were just above the trees. At about 5:13pm they heard the plane coming back from the pass and pass just south of their home more over the river. They did not hear the plane pass over a third time and believe the pilot made a second attempt further south of their home. She gave me contact of a friend that lives closer to the pass who also saw the accident airplane. Her name is Lisa Wax and I called and left message to call back. Tommi said that Lisa was attempting to make sure the road was clear because the pilot was flying so low and with the poor weather assumed he was looking for a place to land but the pilot continued towards the Thompson Pass. She said the airplane sounded normal with no abnormal sounds, smells, or smoke coming from the airplane.



RECORD OF CONVERSATION

Mark P. Ward
Air Safety Investigator
Alaskan Region

Date: July 21, 2022
Person Contacted: Lisa Wax
Location: Telephone
NTSB Accident Number: ANC22FA053

I talked to Lisa Wax. She lives just west of the S turns into Thompson Pass near mile 18.6 of the Richardson Highway. She said at about 5:05pm she saw the accident airplane flying, “unusually low over the trees near the sand shed” lot. She said the clouds were just above the trees. She ran out of her house assuming the pilot was going to make an emergency landing on the road as this has happen before when the weather was poor. She grabbed a reflective vest and cones to block the road to assist the pilot’s landing the road. She waited for the pilot to circle back to land but when the accident airplane did not come back, she organized a search party. She had concerns seeing the airplane flying in very poor weather conditions. She said the airplane sounded normal with no abnormal sounds, smells, or smoke coming from the airplane. She said, “the airplane was moving pretty fast.”