

Brannen John

From: Anderson, Jeffrey A (FAA) [REDACTED]
Sent: Thursday, September 17, 2020 3:01 PM
To: Brannen John
Cc: Zwicker, David (FAA)
Subject: FW: Items needed for the FAA

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Hi John,

My apologies, I thought I sent you his statement, but looking at my sent emails, I obviously did not. Below please find the statement from Yuli, his says his mailing address is the one we have on file and his home address is the [REDACTED]
[REDACTED]

Jeffrey A. Anderson
Aviation Safety Inspector
East Michigan FSDO
[REDACTED]

From: Yuli Kaplunovsky [REDACTED]
Sent: Friday, September 11, 2020 3:38 PM
To: Anderson, Jeffrey A (FAA) [REDACTED]
Subject: Re: Items needed for the FAA

Hi Mr Anderson,

Please find attached screen shot from my flight book .com

[REDACTED]

[REDACTED]

My mailing address (which is less than half a mile away from my home):

[REDACTED]

As to what happened on that day:

I was planning to fly to transfer my airplane to Pontiac airport, I wanted to do the annual and install ADSB. The annual was due end of that month. I talked few days before with a mechanic from Michigan aviation at that airport. I got online special permit to fly without ADSB.

I did thorough pre-flight, walked around, checked oil, checked water in fuel, etc. The airplane flew about 2-3 months before that. and it was held all this time in a closed hangar. I started the engines, both started immediately, and I taxied to get fuel.

I filled about 20galon each main tank, so my total fuel was estimated as 70 galon when I tried to take off.

I set radios, taxied to the end of the taxiway and spend about 10 minutes to review the checklist and do the pre-takeoff checks. As I remember I checked both engines at 1,700, the props (about 2-3 times, lowering the engine rpm to 1200 with the props), flight controls, instruments, fuel valve, fuel pump, and all that is on the checklist.

I rarely use the manual brakes, and when I was taxiing it did not seem like the brakes are stuck - they seemed as working normally.

There was an airplane landing before I took the active. I announced that I'm taking the active, and taxied. I gently applied full power - all seems good, the airplane started slowly to accelerate speed and all seems right.

At about 1/3 of the runway, I think at a speed of 50mph it suddenly stated to steer to the right. To the best of my memory, I tried to press the left pedal, My heels were on the floor and my toes were far from the top brakes (so I will not press the brakes by mistake while I steer and takeoff), and I think it took me another 1-2 seconds when I decided to abort and use the brakes and shut down the engines. At that time the airplane was already partially (?) on the grass.

I tried to keep taxi straight on the grass, and at about 2/3 of the runway the airplane stopped and turned 90 degree to the left.

The stop was gradual, there were no bumps, the grass was smooth, I suffered no physical injury. Because the grass was not straight the gear collapsed.

I was able to open the door and get out of the airplane. I secured it - turned off battery and shut down the fuel.

There was no fuel leak, and the door opened freely.

I do not know what happened; it was rather sudden, maybe the right engine lost power, maybe the front gear steered to the right, maybe the right main gear was collapsing.

Eliyahu Yuli Kaplunovsky
9/11/2020



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Totals

Current

Totals by Category/Class

AMEL: **83.2** ASEL: **314.25** Helicopter: **130.5**
13 Landings (8 Day, 5 Night), 3 Approaches 61 Landings (22 Day, 12 Night)

Helicopter [Total for all]: **130.5**

Times by aircraft features

Complex: **114.6** Complex - PIC: **96.0** High Performance: **130.5**
Turbine - PIC/Total: **130.5**

Standard Logbook Times

Cross Country: **128.4** Night: **50.9** IMC: **377.85**
Ground Simulator: **2.4** Dual: **377.85** PIC: **377.85**

Other Totals

Approaches - Localizer: **1** Approaches - NDB: **2** CFII Time - IFR In: **1**
Cross-Country Time over 100nm: **28.7** Day Flight: **1.8** Departures - VFR: **1**
Go-arounds: **2** Landings - Night, Non-towered airport: **3** Landings - Night, Towered airport: **1**
Landings - Soft Field: **1** Landings - Towered airport: **11** Missed Approaches: **1**
Solo Time: **25.0** Takeoffs (any): **21** Takeoffs - Night: **1**
Takeoffs - No Flaps: **1** Takeoffs - Non-towered airport: **6** Takeoffs - Short Field: **1**

Overall Total Flight Time

Total Time: **527.95**
74 Landings (30 Day, 17 Night), 3 Approaches

117 flights ▼

On 9/8/2020 7:56 AM, Anderson, Jeffrey A (FAA) wrote:

Good morning Mr. Kaplunovsky

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I hope you had a nice weekend?½ As we discussed when we met, there are several items that we need from you for our investigation and reports.½ Below please find the items required and if you have any questions, please do not hesitate to call me at my office number below.½

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1. Your total hours in make and model
2. Your total flight time in the last 90 days
3. Your total flight time in the last year
4. Your total flight time
5. Your total multiengine airplane time
6. I believe you stated your flight time is kept electronically, is the signatures for your signoffs electronic or in a paper book?½ Either way, please provide the signoff from your instructor for your Complex and High performance check out flight and your multiengine signoff for your check ride.
7. Last but not least, please provide a written statement of the accident from your perspective.½ It is usually better for all involved if you start from the beginning at your preflight and continue until the aircraft came to rest.½ The statement helps us to piece it all together.

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Again, if you have any questions concerning the items above, don't hesitate to contact me.½ After we receive the information and finish most of our reporting, I will contact you and we can have a general discussion on what we need to accomplish to complete the investigation.½

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Thank you,

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Jeffrey A. Anderson

Aviation Safety Inspector

East Michigan FSDO

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