



RECORD OF INTERVIEW

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Office of Aviation Safety - Eastern Region

Date: July 14, 2016 at 09:00 EDT
Person(s) Interviewed: Scott Gusakov-pilot
NTSB Case Number: ERA16LA251

Narrative:

Mr. Scott Gusakov was interviewed by telephone.

Mr. Gusakov, Pilot of the Pitts 12S custom built exhibition plane, stated the aircraft was custom built for him by professional builders. The aircraft was finished in March of 2016 and flown by a professional pilot for the required 5 hours before it was issued a certificate. The pilot then flew only two flights in the plane before the accident.

On Monday morning, July 11, 2016, Mr. Gusakov flew the Pitts airplane for the first time. He stayed in the pattern at Tangerine Airport (FL97) close to the airport to get familiar with the plane for about 30 minutes before making a couple practice approaches to land in the plane. On the third approach, the pilot landed and taxied back to the hangar for a debrief with the builders of the plane and talk about idle control adjustments and how the flight went.

A couple hours later, sometime before noon, he took off again to perform some mild aerobatics. After performing some mild aerobatics he turned back to the airport for landing. At around 4000 feet he pulled the power back and descended towards the airport. At 2000 feet, he added power back in and nothing happened. The pilot looked at the engine monitor and engine had shut off, but was still wind milling. He turned on the boost pump and noticed he had fuel pressure, he moved the mixture and throttle controls back and forth but nothing happened with the engine. He then toggled the primer switch and the engine suddenly went to full power as the primer fuel is unmetered fuel. Once he released the primer switch, the engine shut off again. He was over the airport and attempted to land, he was still high and flying very fast so he toggled the primer again and the engine went to full power so he performed a go-around for another landing. On this approach he slowed the plane down to around 88mph but flying a steep approach to the runway. Once over the runway he flared the plane for landing but the plane would not descend any farther

then approximately 10 feet off the ground. The pilot toggled the primer switch again and engine went to full power and he tried to perform another go-around, however at approximately 200 feet AGL, the engine quit again and would not run on the primer switch anymore. The pilot turned the plane towards a clearing but was too slow and low to make the clearing and hit some trees.