

RECORD OF		☐ VISIT	☐ CONFERENCE OR	☒ TELEPHONE CALL	TIME 1230	DATE 07 FEB 2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION					ROUTING	
					SYMBOL	INITIALS
Mr. Adam W. Korinek						
Inspector Timothy S. Annis					SO35	TSA
SUBJECT N424WB Aircraft Accident - TLH						
DIGEST						
On 07 February I contacted the PIC, Mr. Korinek by telephone to discuss the aircraft accident in Tallahassee, FL (TLH) that occurred on 21 January 2020. When asked to give a statement he said that he and his passenger Mr. Hunter Craig had departed Wauchula, FL (CHN) that morning for a trip to Enterprise, AL. He stated the trip was uneventful. They then spent time flying a helicopter with another friend. They then departed Enterprise, AL to return to Wauchula, FL. Mr. Korinek stated that about an hour and a half into the flight at approximately 10,500 feet in altitude he experienced a rough running engine. He asked his passenger to find the nearest airport and the passenger stated it was TLH. When asked how the alternate airport was identified he stated it was using the FlightAware program on his flightbag. I then asked what he did as the PIC, he stated he attempted a restart that was unsuccessful and then concentrated on landing the aircraft. When he realized he would not make the airport he looked for a suitable spot and found a sand pit. He tried to slip the aircraft but misjudged the distance. Mr. Korinek stated he does not remember anything after his first encounter with trees and does not remember the accident. I then requested a copy of the last annual inspection and transponder certification from his aircraft Maintenance Logbook. He stated they were at Universal Flight Services in Sarasota, FL. I asked if he had performed a preflight in Enterprise AL, he stated that he did a "standard, full preflight including a weather check". When asked if the fuel gauges were working, and he stated "the Left Hand indicator was inoperative and the Right Hand indicator indicated between 1/4 and 1/2". When asked if he had noticed the Fuel Pressure, he stated "just below center in the green". I then asked for a written statement with his pilot times via email. I would send an email to him immediately with the requested information and my contact information.						
CONCLUSION, ACTION TAKEN, OR REQUIRED						
DATE 07 February 2020		TITLE Aviation Safety Inspector		SIGNATURE 		

