



RECORD OF COMMUNICATIONS

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: April 18 to May 8, 2019
Person Contacted: Mr. Aleksey Sokirkin (owner/pilot)
Airplane Registration Number: N215T

Narrative:

The following are verbatim excerpts of email communications between the NTSB and Mr. Sokirkin on the noted dates:

April 18, 2019

NTSB QUESTION:

A few Qs about your narrative. (Please respond via email since I will be unavailable for a few days)

- 1- You stated that your destination airport was "Ocean Shores" and give it an Identifier of "S16" but these don't match – can you please correct/clarify?
- 2- What was your route of flight between PLU and your intended destination-
 - a. was it a direct route or did you divert anywhere, such as for airspace or terrain considerations,
 - b. did you make any interim approaches or stops anywhere
- 3- You stated that you were at "2000 ft" when the event occurred. Was that MSL or AGL?
- 4- Can you explain why you selected such a low altitude for a cross country flight over such terrain
- 5- How long was it between your first indications of a power problem and when you decided that a forced landing was necessary
- 6- I know we spoke about some of these issues previously but can you please clarify:
 - a. How long from the time the airplane stopped until the time you left the scene
 - b. What items you removed from the cockpit
 - c. Whether you shut down the engine, avionics, and master switch(es)
 - d. How long/far you walked to the paved road
 - e. How long/far you walked on that paved road before you got a ride by hitchhiking
 - f. When and where you were when you called your brother
 - g. Your rationale for not contacting/notifying any Law enforcement or fire officials despite the fact that you said you hurried away from the site due to your presumed fire danger

PILOT RESPONSE:

1 - it's actually Copalis but everyone in that area calls that whole beach area there ocean shores, which is what I meant there.

2 - I went more south after departing KPLU and looped around all that restricted airspace around Olympia. No stops or approaches along the way.

3 - MSL

4 - I've flown down that way many times in the past and was not expecting any of this to happen.

5 - within a minute

6 -

A - right away

B - headset, as well as the flight documents which I scooped all up real quick from the pouch on my way out. Air worthiness, registration, operating limitations and weight and balance.

C - engine went out on its own on impact, avionics switch I believe I did but master or any other switches I do not remember for sure.

D - down the side of the mountain, maybe a mile or two? That main highway below

E - I'd say 2-3 miles or so

F - as I was coming down the mountain

G - I was all shaken up bad and scared from that whole event right after everything happened

April 24, 2019**NTSB QUESTION:**

Can you provide me with any details/info re a few of your most recent flight(s) particularly re any irregularities and/or problems with airplane/engine?

PILOT RESPONSE:

The only thing that I noticed before was that the carb would ice up really easy, so I had to constantly fly and keep switching carb heat on and off. The engine did sometimes, on startup right after kicking on make some sort of weird grinding sound and shut off. It looked like the prop would jerk the other way a bit as well towards the end. I did my tailwheel training with Andy, and it happened at least once when we were starting up the plane for training. I asked him what it was one time that it did that and he said he didn't know. It always kicked on fine and ran fine after I restarted it after that every time and never had any other issues.

April 30, 2019**NTSB QUESTION:**

I realized that I don't have a lot of details re the actual forced landing, So if possible I'd like to get them while they are still sort-of fresh

- 1) You said you were at 2,000 feet intending to land at Copalis when the engine started giving you trouble, correct?
- 2) What brought your attention to the problem (eg- rpm gauge, sound, speed reduction, altitude loss etc)?
- 3) Did you immediately start losing altitude or was that something that developed later?

- 4) How long was it between the onset of some type of engine issue and when you determined that you would not be able to make Copalis?
- 5) How much altitude (if any) did you lose between the time that you noticed a problem and when you spotted the clearing that you landed on?
- 6) Approximately how far (or time in minutes or seconds) was there between when you spotted the clearing and when you landed on it?
- 7) Did you fly a straight-in approach to the clearing, or did you need (or were you able) to overfly or circle it to either lose altitude or confirm that it appeared suitable?

PILOT RESPONSE:

- 1 - Correct
- 2 - Starting running rough and loss of power
- 3 - Altitude started declining as soon as the engine started running rough
- 4 - As soon as I saw that I was losing power and altitude
- 5 - Wasn't much since I was pretty much over that area, it was right in front of me
- 6 - I would say a few minutes or so till I was on the ground
- 7 - I still had enough to circle around while losing altitude and tried to aim for that little gravel road there which looked like my best bet due to the circumstances

May 8, 2019

NTSB QUESTION:

Im presuming that you didn't recover the POH or any checklists from the airplane, is that correct?

Do you have any copies of the POH, particularly guidance for engine out procedures, best glide speed/distance, etc?

PILOT RESPONSE:

Michael, Yes I do not unfortunately, but I think all that information should be all be the same for all