



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: April 2 & 3, 2019
Person Contacted: Mr. Aleksey Sokirkin (owner/pilot)
Airplane Registration Number: N215T

Narrative:

The following is a synopsis of the information provided by Mr. Sokirkin in two telephone conversations on the above-noted dates:

- He was the owner/pilot of the PA-18 Super Cub N215T
- He kept the airplane at Washington State Airport
- On Saturday, March 30, he topped off both fuel tanks at Washington State for a solo flight to S16
- Enroute, at a cruise altitude of about 2,000 ft, the engine began running roughly and also losing power
- Application of carb heat for about 1 minute did not alter the engine performance/operation
- After the minute, he pushed the carb heat control in, to the OFF position
- He also manipulated the throttle, again with no results
- At some point he might have activated the carb heat again
- He was over mountainous terrain, and spotted a "logging road" that he decided to land on
- He slowed the airplane as best he could and landed on the road
- The left wing struck "something" and the airplane veered to the left
- It upended onto its nose, and remained in that position
- Fuel was "pouring" into the cockpit and down the windscreen and on him
 - The fuel was coming from the left side, and he thought it seemed to be coming from the glass sight fuel gauge in the wing root
- He collected his personal items and exited the airplane "right away"
- He only remained around the airplane for a very few minutes
 - He estimated that his time on scene was "5-ish minutes"
 - He was uncomfortable around the airplane that was leaking so much fuel
 - He cited the danger of fire and "who knows what else" from the leaking fuel as his motivation for exiting the area quickly

- He had a mobile phone with him, but did not attempt to telephone anyone, or take any photographs of the airplane or wreckage
- When asked, he explicitly stated that he did not observe any fire
- He walked along a "service road" for about 20-30 minutes, and then came to "the main road", either route "107" or "109"
- At some point he telephoned his brother, and asked him to pick him up in the town of Hoquiam
- While on the main road, he made his way to Hoquiam via hitchhiking and walking
- His brother met him in Hoquiam and drove him home
- Despite the fire danger that he felt as his imperative for rapidly vacating the accident site, the pilot did not notify any authorities such as law enforcement or fire-fighting agencies regarding the accident and fire potential
 - The pilot explained that he "checked the fire danger" on some unspecified web site, and saw that it was "low"
 - He also stated that the airplane was "in a clearing" far from the trees
 - He also stated that the ground was damp or wet
- The pilot called his insurance company Saturday (3/30) after he got home, but did not speak live with anyone; he left a message
- His insurance company called him back Monday (4/1), and the pilot called his insurance claims rep (John Boetticher of McLarens) and the NTSB (at the prompting of the insurance company rep) on Tuesday (4/2)
- On Wednesday the NTSB was notified that the airplane had been fully burned, and the NTSB advised the pilot of same
- When asked about specific airplane damage, the pilot recalled the following
 - The airplane was up on its nose, tail in the air
 - The propeller and nose "were buried" in the ground
 - Both wings remained attached to the fuselage
 - The left wing "took a hit," likely by a tree stump
 - The "tip" (outboard approx. 1 foot) of the left wing was bent aft, and the fabric was torn
 - The right wing damage, if any, was not observed by the pilot
 - Same for the fuselage
 - The windshield was cracked
- When asked, the pilot could not offer any possible reasons for the power loss
- He reported that due to the airplane's reputation for carburetor icing, he regularly exercised/applied carb heat to test for ice
- He estimated the accident site as about 10-15 miles east of S16
- He provided an accident site location lat long of 47.070001, -124.119660 that he stated he derived using Google Maps
- The pilot reported that he had recently had the Lycoming engine overhauled, and it had accumulated about 30 hours since then