

Michael Hicks
Air Safety Investigator
OAS-WPR

Date: 11/5/2021

Subject: WPR22FA023

Contact: Steve Zeck -Previous Owner N40KA

The following is a synopsis of the communication as relayed by the previous owner of the accident airplane (N40KA) to the Investigator-in-charge, regarding, the accident that occurred near Snoqualmie, Washington 10/28/2021@0911pdt.

The previous owner reported that N40KA is a 1993 Mooney M20M, with ~2,450 hours TTAF. The engine has not been overhauled and had the "Bravo mod" before I owned it. Its last annual was this September, which included running up the TKS. Since James took all written records of the A/C with him, maintenance details beyond last month I can't help you with much.

Steve Zeck's flying experience (on 10/27) with James as PIC. I went with him for some practice with the AP. We did 2 KAWO->PAE->KAWO->approach. There was broken layer from 1,500 to 2,500, he cruised at 3,000 so there was brief IMC. He got a clearance both times on the ground. I assisted with the GPS for both enroute and approach to reduce workload.

First time, going through the layer, he was hand flying, as soon as he went IMC he needed help to recover from a left banking descent. He turned the AP on and was not sure how to set course, why it disengaged or turn it off. The wrong UNICOM freq was in the radio, and there was oncoming traffic that he couldn't hear or talk to (there was no danger of collision). Landing flair had 3 bounces.

Second time, he used the AP to climb above the layer. Was better with working with the heading and nav bugs in the HSI while on the AP.

NOTHING FOLLOWS