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Date: March 10, 2025

Subject: WPR24LA106, Memorandum for Record

Contact: Artem Kononuk, Owner / Pilot

The following is a synopsis of the information provided by Mr. Kononuk in an e-mail correspondence.

On the day of the accident, he conducted a pre-flight inspection of the airplane, including a visual inspection of the fuel level. The Avidyne 5000 indicated fuel at roughly 60%. He did not recall sampling the fuel before the last departure. No fuel was added at Shelter Cove airport as they do not sell fuel. The last refueling was conducted at Auburn Airport in California. There was more than sufficient fuel on board at the time of departure for the flight from Shelter Cove to Santa Rosa Airport.

During the preflight inspection he noted, that despite not flying the airplane frequently in recent months prior to the accident, the oil dip stick indicated 6 quarts, though he hadn't added oil recently.

This discrepancy led him to suspect a residue contamination on the dip-stick. Upon scrubbing off the dipstick, and re-checking, the actual oil level was around 3 quarts, prompting him to top it off to 6.

Shortly after departure, the engine began to sputter while climbing over steep terrain, with vapor observed from the port-side wing.

After exhausting check-list troubleshooting efforts without any meaningful gain in power and rapidly approaching dangerous terrain, he felt he had no more time to waste, and needed to act promptly to save his family. That's when he deployed the Cirrus Airframe Parachute System (CAPS).

The parachute was deployed, and everyone on board was safe. Given the circumstances, he had almost no more time to diagnose the issue, it was a perfect storm, everything was unfolding very rapidly, and options were getting slimmer by each second. Although he admits, the oil concern had him hyper-focused on the engine being damaged due to previous low oil operations.