



## NATIONAL TRANSPORTATION SAFETY BOARD

### Eastern Region – Ashburn, Virginia

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#### Record of Conversation

**Who:** Captain Yuratan Yakubov, Talon Air Services

**Witness:** Knut Finnevolden, Director of Operations, Talon Air Services

**When:** December 23, 2020

Captain Yukabov was interviewed via the telephone. He confirmed that he was aware that he could have a witness present for the interview and that Mr. Finnevolden was his chosen witness.

Captain Yukabov stated the following:

- Started flying in 2001 and finished his training in 2006. Holds a PASEL, ATP, CFII and MEI ratings and certificates
- Hired by Talon in May 2019 as a Hawker 900 Captain, but due to Covid, moved to Captain on the 800 for the 9 months prior to the accident. The 800 and 900 have a common type rating.
- Has about 100-250 hours in the Hawker 800, and about 2,300 to 2,400 hours operating under Part 135 operations.
- Normal work schedule is 15 days on and 13 days off, but due to Covid, there was no set schedule
- The accident occurred on day 4 of a 4-day trip. Prior to this trip, he had never flown with FO Michael O'Reilly, but during the previous 3 days, he said they got along well, had no issues, and described FO O'Reilly as very professional.
- On the day of the accident, their duty time began at 1200. Captain Yakubov said that due to the late duty time, he was able to sleep in and got a good night's rest.
- He was healthy and was not taking any medications prior to the accident flight.
- The flight originated in White Plains, NY to Ocean Reef, Florida. The crew then repositioned the airplane to Opa Locka for fuel. Captain Yakubov recalled having 7,000 lbs of fuel when they departed Opa Locka for Farmingdale, NY.
- The flight was a Part 91 flight with no passengers onboard.
- Prior to departing OPF, both pilots conducted a preflight of the airplane. Captain Yakubov obtained weather and filed an IFR flight plan via AIRINC. He also did the performance calculations for the flight to Farmingdale.

- He and the FO briefed about the weather conditions. Both were aware that conditions would be IFR upon arrival, and that the TAF was reported 800 ft overcast and 6 miles visibility. The Captain filed Teterboro as their alternate.
- The Captain offered FO O'Reilly the leg to Farmingdale, and he accepted. The FO was the pilot flying while Captain Yakubov was the pilot-monitoring and working the radios.
- While en route, Captain Yakubov said he monitored the weather en route, and estimated the flight would be about 2 hours and 35 minutes.
- The flight to Farmingdale was uneventful and ATC had them on a standard arrival route into the New York area, until they were vectored for the approach into Farmingdale.
- Captain Yakubov said the flight was normal, and they briefed the approach. They could see that there was a low cloud layer over Long Island.
- They intercepted the localizer and configured the airplane to land; flaps 15 degrees, captured the glide slope, extended the gear, then flaps extended to 25 degrees. All was normal.
- ATC then informed them that the weather had deteriorated. Captain Yakubov discussed with the FO if they wanted to continue with the approach or continue down to minimums. Under Part 91, they were legal to continue to minimums. They agreed to go down to minimums and if they didn't have the runway environment in site, they would go missed.
- The captain then began to call out the standard 500-400-300-200 foot callouts as they descended to the DA, which was 200 ft agl.
- The Captain said that just prior to reaching 200 ft agl (which is the minimum descent altitude for the approach), he saw "a few runway lights" then the touchdown area and runway numbers. He called out that he had the runway in site. The FO then said he was transitioning from instruments to looking outside. He then began to flare the airplane for landing and reduced power slowly. The captain did not recall if the FO ever said he had the runway in sight.
- As the airplane descended, it was drifting to the right. The airplane was about 50-100 feet above the ground. The Captain asked for a correction, but he said the correction was not sufficient to get it back on centerline and called for a go-around.
- The FO called out "Go-Around" two to three times, hit the TO-GA switch, and full power. The Captain brought the flaps to 15 degrees which he confirmed via the flap gauge. He saw the command bars come up and the airplane transitioned to a nose up attitude in response. Airspeed was about 110-115 knots.
- The Captain said he heard the engines spool up normally and the engine gauges were consistent with the engines increasing power. He did not believe a mechanical issue contributed to the accident.
- The airplane did not gain any vertical speed and seemed to "hang there" and continued to descend. The airplane impacted the right side of the runway hard. It kept moving to the right and he was unable to control the airplane due to the impact

- forces. He believes the airplane spun around before it stopped. He then pulled the throttles to idle, shut the airplane down and made a MAYDAY call to the control tower. He then looked at the FO who was in obvious pain.
- No ice accumulation on the approach and ice was not a factor.
  - Captain Yakubov said both he and FO O'Reilly were wearing their respective 5-point shoulder harness and seatbelt.
  - He said the FO used the autopilot for the approach and did not recall if he disengaged the autopilot prior to hitting the TO-GA switch.

On January 21, 2021, I emailed Captain Yakubov a follow-up question:

*"I just reviewed your statement and noticed that one thing was added that was not part of our initial interview. This had to do with FO O'Reilly asking you to take control of the airplane. Why do you think he asked you to take control? i.e. Did you put your hands on the controls which may have indicated that you wanted to take them, etc?"*

Captain Yakubov responded, *"I'd like to reiterate that I'm still not sure whether that request was made. I believe that it was and will wait for the CVR to either confirm or deny that fact. I believe the request was made with the intent of salvaging the landing. If memory serves me right, just after the request I ordered the "Go Around." I did not place my hands on the controls."*

Leah D. Read, Sr. ASI