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**INTERVIEW SUMMARIES  
(GUAM, JANUARY 13, 1998)**

**(3 pages)**

## **INTERVIEW SUMMARIES - January 13, 1998**

Interview Summaries conducted by the NTSB, and representatives of Korean Air and the Korean M.O.C.T.

### **Captain Vladimir Blajev**

Captain Blajev was interviewed at the Pacific Star Hotel in Guam by the Operations Group members, Captain Byeon, Soon-Cheol of MOCT, and Captain Lee, J. T. of Korean Air.

Captain Blajev, who is Bulgarian, has completed 10,700 flight hours in commercial jets of which about 7000 hours are as the pilot-in-command. He holds ratings in the B-767, A-310, YAK-40, TU-134, and TU-154 airplanes. He was hired by Asiana Airlines on 11/5/95 as a B-767 captain. His current time in the B-767 is about 2700 hours, all as the pilot-in-command. He has flown into the Guam International Airport (PGUM) about 50 times.

On January 10, 1998, Captain Blajev flew a trip segment from Saipan to Guam (Asiana Flight 258) arriving around 0230. He was the flying pilot. Captain Byeon, Soon-Cheol of MOCT, sat in the cockpit during takeoff and landing to check the navigational equipment at the airport. The flight was cleared for a visual approach, but the crew requested and received an ILS approach with radar vectors. Captain Blajev observed that there was no signal for the outer marker and the flightcrew did not receive confirmation of the outer marker. The middle marker operated normally. The glide slope seemed to show abrupt changes between 7-5 miles out, but was smooth inside 5 miles. The localizer operated normally, and the DME was working.

There were no warnings from the NOTAMS, ATIS, or the controllers that the outer marker was inoperative. Captain Blajev did not tell the controller that the outer marker was inoperative. At the suggestion of Captain Byeon, who supplied the fax number, Captain Blajev faxed a report to the air traffic authorities on the status of the marker.

On January 13, 1998, Captain Blajev flew the same flight sequence into PGUM and arrived about 0230. Visual conditions prevailed, but the flight was radar vectored to an ILS approach. The NOTAMS did not report any problem with the outer marker, but the ATIS and the controller informed them that the outer marker was out of service. He also heard the controller advise another flight that the outer marker was out of service. When they were abeam the airfield, the controller asked them to check the outer marker and they informed him it was negative.

Captain Blajev has not experienced problems with navigation aids at Guam in the past, and indicated that the flightcrew was informed nearly all the time whenever navigational aids at Guam were out of service. The glide slope was out of service just before the accident and this was noted in the NOTAMS. At that time, Captain Blajev was assigned to fly a localizer approach into PGUM. This approach is busier but not difficult. Captain Blajev has heard of a "black hole" problem at Guam but has not experienced it.

## **Hunter (re-interview)**

The eyewitness who was hunting at the time of the accident, who was interviewed previously on August 9, 1997, was re-interviewed at the Parc Hotel in Guam by the Operations Group members. Captain Lee, J. T., represented Korean Air in place of Captain Park. Mr. Ron Dervish, of the Guam Police Department, was present at the request of the witness.

The hunter said that he and his friend were together all the time, within 5 feet of each other, during the event. Before the crash, he saw headlights from an approaching airplane which is normal. It faced him. He was tracking a deer at the time. He was standing close to the VOR cone when he saw the deer, and he was following the deer down the hill when he saw the airplane lights. He still saw the eyes on the deer. Then there was a loud noise from the airplane. He did not know the airplane was so close. He heard crackling sounds, such as trees cracking. Everything began vibrating. There was a big noise. He fell backwards. The airplane appeared to be making a right turn. The lights and everything else appeared to be fine. The airplane began making a loud sound, like reverse thrust on landing, before it reached him. He did not notice whether the gear was down. After the airplane hit, there was screaming by passengers. He should have helped. He was scared, in shock, and was unable to walk but was crawling.

The only electronic equipment that he carried was a spotlight that ran on a 6-volt battery that he wore around his forehead. He carried a 12 gauge shotgun. He did not have a radio, Walkman, walkie-talkie, cellular telephone or any other electrical equipment. His friend carried a hand-held flashlight and no other electrical equipment. There was no one else around.

He normally hunts for deer and, occasionally, wild boar. This was the first time in 6 months that he had gone hunting because he was employed. His friend asked him to hunt because the friend was having a party. Although this is a military area, there is no fence and you can just walk in. Nimitz Hill is the closest hunting area that he uses.

He once traveled to Saipan in 1972 to visit his sister. He does not have friends from North Korea. He was stationed in South Korea in 1971-72, at Camp Casy, when he served in the U.S. Army. He was a tank commander-specialist.

He had hunted on Nimitz Hill 30-50 times before. He once hunted 30 nights in a row at Nimitz Hill. His friend works for the government of Guam and did not want to be identified to protect his job. They wanted to catch a deer for his party. They went to Nimitz Hill, which is near the friend's house. This is the first time the friend came hunting with him. Usually he just went hunting alone and delivered the deer to the friend.

He was located less than 100 feet from the accident site. He heard screaming. The airplane did not explode immediately. There was smoke, then an explosion about 1-1 ½ minutes later. It seemed like forever. They did not move. He was holding his friend's hand, and they were constantly looking at the airplane. He feels great remorse that he did not assist the victims. He and his friend tried to escape by running away down the ravine. It was

extremely difficult to walk because of the emotional experience. They saw no people or vehicles during this period, maybe as long as 1 ½ hours after the crash. It seemed like forever.

He and his friend grew up together. Hunting is permitted between October-December in designated parts of the island with a permit. He is familiar with the logo of Korean Air and recognized the airplane as Korean Air before the crash. The VOR is sensitive. Sometimes a deer will set it off, and officials will come in a truck to inspect it. He knows that the VOR is electronic. He has no pilot experience. He flies in the Civil Air Patrol as a passenger in Cessna airplanes. He was an auxiliary Air Force cadet when he was younger.