

INSPECTOR STATEMENT

Name: Marshall S. Bogan

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Phone: [REDACTED]

Date: October 19 , 2015

Description: ERA16LA018

This inspector was assigned to accompany Inspector HTC to the scene of an accident involving a C172 with no injuries to pilot and 2 passengers in Spartanburg County (Campobello area) which occurred on October 18th, 2015 at approximately 7:30pm near Fairview Airport (33A).

Upon arrival at the scene on Hwy. 11 at approx. 1030am the aircraft was observed inverted in a field adjacent to the highway. The field was surrounded by what appeared to be an electric fence and no persons were present in the immediate area. Myself and Inspector HTC went to the residence which appeared to be connected to this property and knocked on the door but no one answered. Inspector HTC telephoned the Campobello fire Chief Ed McNeill who stated that he was enroute to our location. McNeill arrived and stated that he was one of the first responders at the accident scene yesterday. Also arriving was fireman Noah Keever who accompanied McNeill. McNeill stated that he interacted with the pilot after the accident and that the pilot stated that he did not have his pilot certificate in his possession in the aircraft. During this time an automobile arrived at the scene and persons inside the vehicle identified themselves as relatives of the pilot and they indicated that the pilot was at home and also provided his telephone number. Myself and Inspector HTC proceeded to inspect the damaged aircraft and we each photographed same. No airworthiness or registration certificates were located in the aircraft and an odor of fuel was present in the vicinity of the wreckage. The aircraft appeared to have approached the field and landed on a northwesterly heading based on ground markings that were 10 yards or less in length leading to the wreckage. The propeller damage suggested no rotation of the propeller upon impact and the aircraft nose wheel was sheared off. The aircraft rotated on its lateral axis onto its back and came to rest inverted. The severity of the damage to the fuselage suggested clearly that the amount of damage substantiates classification of this event as an accident. Inspector HTC telephoned the airman Myalik, Gennady Karpovich who agreed to meet us in person for interview at the Kangaroo convenience store/gas station located nearby at the I-26 Hwy 11 exit. Mr. Myalik arrived and he was observed to have some facial injury as a result of the accident (no shoulder harness in aircraft) but he stated that the injury had already been addressed medically and he appeared to be alert and oriented and fully available and willing to assist in the investigation of the accident. Mr. Myalik appeared stated that the flight was a local sight seeing flight to a local lake and that his son David, 15 yoa, was a passenger along with Tatiana Sekol, 16 yoa. He indicated that he had done a thorough preflight and had approx. $\frac{3}{4}$ fuel tank quantity on board which he visually

verified, 7 quarts of oil and no contaminants in the fuel. He stated that he has owned the aircraft for a number of years. Shortly after takeoff Mr. Myalik experienced total engine failure and subsequently made a power off landing in the field where the aircraft was found by first responders. The passengers were not injured. Mr Myalik was informed that the NTSB has released the aircraft to him and he was informed by Inspector HTC to inform us when he intended to move the aircraft so that the engine could be test run at another location. He provided his SCDL and pilot and medical certificates which all appeared to be in order and when questioned stated that he did have these documents with him during the flight. These documents were photographed. Mr. Myalik stated that he was not sure where the aircraft and pilot logbooks were but that he would locate them and provide them to us. He also stated that his flight review was less than one year old and that the aircraft has a current annual inspection. He stated that the last fuel he purchased was in Spartanburg approximately one week ago and that he ran the aircraft on the ground less than one week ago and has flown the aircraft about 30 hours in the last year. Mr. Myalik also provided an email address of [REDACTED] for another method of future contact.

Marshall S. Bogan
Aviation Safety Inspector (Operations)