

Record of Conversation with Mr. Paul Mavrich – August 4, 2022

After receiving notification of an aircraft incident involving N9325H on August 3, 2022. Inspector Matthew Cyrus contacted Mr. Paul Mavrich to inquire about the incident. The following is a record of that conversation.

Mr. Mavrich stated that they had been flying for a bit after departing PJC, they made their way to 11PN for a landing, then departure back to PJC. They decided to conduct a low pass to evaluate the field conditions prior to landing. All seeing in order, they came around to attempt a landing on runway 3. They decided to do a go around due to being a bit fast. Upon a third attempt to the field, the aircraft touched down, and started maneuvering towards the trees on the western edge. The left wing then hit the trees, then a solid hit caused us to flip around swiftly before the right wing and nose hit the trees. He stated it was a hard hit, his glasses flew from the plane, got a small cut on his elbow, but other than that no real problems.

Record of conversation with Mr. Richard Brown – August 4, 2022.

After receiving notification of an aircraft incident involving N9325H on August 3, 2022. Inspector Matthew Cyrus contacted Mr. Richard Brown to inquire about the incident. The following is a record of that conversation.

Mr. Brown stated he was taking his neighbor up to fly for the first time in nearly 25 years. He stated that they went up for fun, and that everything was going smoothly until he let Mr. Mavrich go too far. He stated the aircraft touched down on the turf, and immediately started going left towards the trees. He attempted to take control of the aircraft, but they impacted the trees and spun to where it rested. No injuries other than some bumps and a bruised ego.

After viewing the aircraft with Inspector Stewart Beck, I called both Mr. Mavrich and Mr. Brown back to inquire about a few observations.

I inquired Mr. Mavrich if he noted anything upon climbing out of the aircraft about the wind. He stated there was a pretty strong wind off the right hand side and in their face (confirming a South-South Westerly wind). I asked about landing in the other direction, which he stated they wanted to land up the hill and that greatly outweighed the wind they thought was there.

I inquire Mr. Brown about why he was letting Mr. Mavrich fly based on his lack of recent experience, and if he attempted to regain control of the aircraft. He stated that he wanted Mr. Mavrich to re-live his old flying experiences. He did state that he attempted to regain control after the aircraft touched down and was headed to the trees but it was too late. Mr. Brown also confirmed he was comfortable flying the aircraft either in the front or back seat and had no limitations in either seat.

Matthew Cyrus
Aviation Safety Inspector – POI
Allegheny FSDO

MATTHEW
JAMES CYRUS

Digitally signed by
MATTHEW JAMES CYRUS
Date: 2022.08.08 12:38:53
-04'00'