

-23 Narrative draft

Nikita Kozhemykakin

870 hours

Pilot license [REDACTED]

DOB [REDACTED]

Airplane multi land

Airplane single land

Instrument rated

Commercial pilot

07/26/2022 Made contact with Inspector Fabian from the NTSB to discuss N3666K

07/26/2022 Received last 100 Hr. inspection log entries from Jim Butler, performed by A+P/IA [REDACTED] at Van Wagner Ariel Media Florida

07/22/2022 2:17, made contact with the ROC, Ryne, [REDACTED], received information on the crash and made contact with local Fire Department via ROC phone transfer call.

07/22/2022 2:20, made contact with the Huntington Beach Fire Department, Firemen Miles [REDACTED], instructed them to move the aircraft out of the water to insure the tide would not pull it back out. Requested 50 feet from water, they pulled it 300 yards onto asphalt setting. Post damage was a result of the recovery efforts.

07/22/2022 2:40, made contact with Inspector Tealeye Cornejo, from the NTSB [REDACTED]

Explained the situation and she provided me with a contact person for the recovery, Jack Vandeman.

07/22/2022 6:05, made contact with Southwest Aircraft Recovery, Jack Vandeman, 951-757-0452 he performed the recovery of N3666K.

07/22/2022 6:42, made contact with Christy Esssiaw, office [REDACTED] explained new media wanted a statement and I was give her email for any questions.

07/23/2022 07:18 am, Contacted mechanic in Florida, Jim Butler, [REDACTED] he has the logbooks in his possession FAA requested they send them to our Long Beach office. He responded, he would get out on Monday 25, 2022 via Fed-Ex.

Huntington Beach Fire Captain Berkeley Northrop [REDACTED]

Huntington State Beach Police Timothy Senneff [REDACTED]

Aircraft Owner Victoria Utvick [REDACTED]

Witness # 1 Mitchel Smith, Life Guard tower # (15) [REDACTED]

Witness # 2 Jack Woodson, Life Guard tower # (15) [REDACTED]

Witness # 3 Gwyneth Russo, Life Guard tower # (14) [REDACTED]

On June 06, 2022, Mechanic [REDACTED] A+P/IA [REDACTED] performed the last 100 hr. inspection

On July 22, 2022, just after 13:21 Pacific Standard Time, U.S. registered aircraft N3666K, a Piper J3C-65, Serial # 22356, registered to Van Wagner Aerial Media LLC, located in Florida crashed off the shoreline within the Huntington State Beach while performing aerial banner towing. The aircraft was heading in a southerly direction parallel to the shoreline. It had departed from Compton Airport and flew west along the shoreline; after he passed the 91 and 110 intersection, he switched on the right tank and continued to fly over Zuma Beach. After he reached the Zuma reserve course, he began to flight 500 feet off the shoreline on the way to Laguna Beach. Between Long Beach and Los Alamitos, he received a phone alarm and switched to the left tank. Right after the Huntington Beach pier the engine quit on him. The propeller made 3 to 5 additional spins and stopped. He scanned the area and decided to make a water landing. The crash site was approximately 50 yards from the coastline and in about 40 feet of water. According to Lifeguard witnesses, the aircraft was making a rapid level descent when it stuck the water. He made three attempts to break free of the seatbelt before he was able to egress. Witness reported they did not hear or notice if the engine was operating at the time of impact. Multiple swimmers and surfers near the crash render assistants to the pilot, who was able to self-extract himself from the aircraft. The aircraft remained in an upright position and washed to shore. At the request of the Federal Aviation Administration (FAA), it was requested that the wreckage be moved closer to shore to avoid the tide pulling the aircraft back out to sea, however, the Huntington Beach Fire Department had pulled it approximately 300 yards further inland to an asphalt location. The flight was being conducted under 14 CFR Part 91 and VFR conditions prevailed. It appears from the video footage there was collateral damage post-accident while the aircraft was in the recovery stages.

Fuel samples were taken from the gasolator located on the lower front firewall (1) pint .A second sample from the left wing (1) pint and no fuel was present in the right wing. All sample were clear and no signs of debris. During the post ground inspection there was no evidence of oil or fuel escaping from the engine or aircraft internal systems. Upon removing the engine oil dip stick, there was no indications on the oil stick of the presents of oil in the engine. The oil filter was dated and properly safety wired. The external oil lines mounts from the oil filter assembly to the oil cooler located under the airframe were pulled loose during impact. The two lines were collapsed/pinched at the lower portion of the firewall. However, during the pilot phone interview, the pilot did admit he added one quart of oil to the engine before taking off from Compton airport.

During the post-crash inspection, it was noted the controls on both the rudder and elevators had positive control inputs. Due to the wing damage, positive controls could not be verified for the ailerons.

An inspection of the engine compartment revealed both magnetos were secured and wire harness were intact and connected. The induction system linkages were intact with positive movement.

There was one sole occupant on board, the pilot in command, Nikita Kozhemykakin, holds a Private Pilot license, Airplane Multi Engine land, Airplane Single Engine land, Instrument Airplane and Commercial certificate number [REDACTED], with 850 flight hours and a medical date of 03/10/2021. Mr. Kozhemykakin sustained several minor injuries one to his head and both knees bruised. He was transported to a local hospital in the area for treatment and released later that day. There is no records of pilot enforcement history. The pilot was not present at the time of our arrival and had lost the use of his cell phone due to water damage at the crash site. After contacting the owner, the Investigator in Charge (IIC) was able to establish contact with the pilot and obtain a post-crash briefing.

Aviation Safety Inspector, Marcus A. Giordano from the Long Beach FSDO has been assigned as the IIC. The IIC and FAA Inspector Benjamin C. Harris from the Long Beach FSDO both arrived on scene at approximately 15:35 on July 22, 2022, Pacific Standard Time. The National traffic and Safety Board (NTSB) was not on site, however the IIC was in contact with Inspector Tealeye Cornejo, from the NTSB.

After the IIC completed the field investigation, the aircraft was recovered from the beach and trucked on a flatbed to the South West Aircraft storage yard, located at Chino Airport, mailing address is: [REDACTED].