

IIC ASI Corey Paczkowski's Statement  
Written February 21, 2020  
Accident File Number N5185R  
N5185R Cessna 172M Serial Number 17263402  
Accident Date February 17, 2020 at Grays Creek (2GC)

I investigated an accident that occurred on February 17, 2020, at 13:50 EST. This office was notified on February 18, 2020 at 10:03 EST. I was assigned as IIC (Inspector in Charge) along with ASI Mark Allen. Four people were on board N5185R at the time of the accident and all sustained serious injuries. The aircraft is registered to Cape Fear Aviation Maintenance LLC, located at [REDACTED], Fayetteville NC, 28306. Jacob Wilson Parsons was the Pilot in Command (PIC) of N5185R and the Certified Flight Instructor (CFI) of that flight. Jacob Parson's Certified Flight Instructor Certificate number is [REDACTED] and was issued on August 7, 2019. Jacob's CFI Certificate was current at the time of the accident with an expiration date of August 31, 2021. Jacob was rated as a flight instructor in an Airplane Single Engine. Mark and I arrived on scene February 18, 2020 at 11:45 am EST. The law enforcement officer at the scene was SGT. J.R. Edwards at phone number [REDACTED]. The Fire Chief on scene was Danny Mathews. Scott Smith and Steven Biddenger met us at the scene. Scott Smith is in charge of the flight school and Steven Biddenger is a CFI that witnessed the accident. Mr. Biddenger's phone number is [REDACTED].

I interviewed Steven Biddenger and he stated that he had flown N5185R for 2 hours prior to the accident and the aircraft had no mechanical issues during his flights. He then shut down the aircraft to take a break and allowed CFI Jacob Parsons to resume flying for the event. Per Steven Biddenger's statement;

- Jake Parsons was the CFI sitting in the right front seat, Justin Elliott was the passenger/student sitting in the left front seat, Dominique Northcutt was sitting in the right rear seat, and Vanessa Leal was sitting in the left rear seat. After Jacob did his engine run-up checks, N5185R taxied onto runway 35 and started the takeoff roll. As soon as the main wheels left the ground, N5185R pitched aggressively nose high and went vertical almost 90 degrees nose high. Steven stated; "The aircraft stalled about 60-80 feet above the runway, the nose dropped to the left, the plane banked hard to the left then to the right and finally impacted on the left side of the runway in a farm field".

Our investigation revealed that N5185R was located about 1780 feet down and to the left of runway 35 on a final heading of 125 degrees. The exact location was 34-53-41 North Latitude, 078-50-38 West Longitude. The impact scars on the ground showed that the right wing hit first followed by the propeller and nose of the aircraft. The aircraft came to rest in an upright position with the propeller broken off. There were four 5-gallon gas cans at the scene used by the hazmat team for fuel taken out of the aircraft due to a small fuel leak at the right wing. There appeared to be a total of 17 gallons removed from the aircraft. The flaps were found in the full down position. When I questioned Steve Biddenger if he saw the flaps down on takeoff he stated no they were up for takeoff. Steve stated that the front right seat had broken completely off during the impact. I then assisted Mark by taking photos. Later I asked Steve for the weights of the passengers and flight instructor. Steve stated that there were two girls in the back of the aircraft, one tall about 180 pounds and one heavy set that was about 200 pounds. He stated that Jacob was about 125 pounds and the front left seat person was about 225 pounds. Using the above weights and N5185R's Certified Weight and Balance sheet, I calculated that the aircraft's total weight was approximately 2246.06 pounds with a Center of Gravity (C.G.) located at 45.19 inches aft of datum. The aircraft's maximum gross takeoff weight is 2300 pounds with a C.G. range of 38.5 to 47.3 inches aft of datum. N5185R's weight and balance appeared to be within limits for that flight.

The weather at the time of the accident was VMC, Runway Dry and winds variable at 3 knots.

Investigation revealed that there were no apparent mechanical discrepancies with the aircraft at this time.

These statements are true to the best of my knowledge.

ASI Corey L. Paczkowski  
Greensboro FSO EA-39