

3/14/2019 Assigned to work aircraft accident at 3NR3 Transylvania County Airport. Aircraft reported as a C182 N8905X. Received FAA Form 8020-9. Looked up info on plane and pilot on SPAS.

Contacted NTSB rep Heidi Kemner to inform her that I was headed to the site. While onsite, she called me back and I provided her with basic information regarding the accident.

Contacted local Emergency Management contact Cameron Sexton to notify him what time I'd be on site. He said he'd arrange for the first responders who worked the accident to meet me there.

Arrived on scene. Found aircraft damage to be substantial and met the requirements of NTSB Part 830 to be classified as an accident.

Talked to airport manager, State Trooper, and County Emergency Management Personnel. They stated that the pilot had stated that during takeoff that his pilot's seat slid backwards causing him to lose control. Emergency Management personnel provided me with numerous pictures and video of the aircraft in situ prior to it being moved to the ramp. They will be sending written statements. Provided them my business card.

Inspected aircraft and took numerous photos of damage. Discovered there was no Registration in the aircraft.

Observations regarding seat tracks:

Visual inspection revealed worn pin holes in pilot side right seat track. Also the forward roller housing was disengaged from the track. Housing flanges did not appear to be worn or distorted or otherwise damaged in a manner that would suggest the non-engagement was a result of the accident.

Aircraft equipped with aftermarket set locks manufactured by Aerostop. These are intended to provide a backup to the seat's normal locking mechanism. The pilot side lock was very far aft on the seat track and would have provided no additional security in that location.

Warning placard stating "Assure that seat is locked in position prior to taxi, takeoff, and landing. Failure to properly latch seat and heed all safety instructions can result in bodily injury or death". was found to be installed on instrument panel, in good condition, and legible.

Met with on field A&P Mechanic Keith Ball who happened to have the maintenance logs for the aircraft in his shop. Reviewed the logs. Discovered the following:

1. Last annual was conducted on 8/18/18. Compliance via inspection of AD 2011-10-09 for the seat track was included in the log entry.
2. Previous annual on 8/7/17 also included this AD compliance by inspection.
3. Keith Ball had replaced the transponder altitude encoder the day before the accident. Accident flight was first flight after this work was accomplished. The pilot's seat is sometimes removed to perform this task. Mr. Ball states he did not need to remove the seat and did not do so.

Observations regarding 14 CFR 91.413 issue discovered during review of maintenance log (not related to the accident itself).

1. Last 91.413 entry was dated 12/01/2015.
2. A later review of Flightaware.com tracking for this aircraft shows several flights after the pilot/owner purchased the aircraft in January 2019. These are based on transponder hits.
3. During phone interview with Mr. Greene, I asked why the encoder was replaced. His response was that ATC had informed him that they had him at a different altitude than he reported being at. This further demonstrates operation of transponder during a period of time that the 91.413 check was expired.
4. Pilot has prior history of flying with transponder on with an expired 91.413 inspection. This was discovered during investigation of an accident in another Cessna 182 in November 2018. That investigation was conducted by ASI Mark Reynolds of the CLT Flight Standards Office.



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 28, 2019

Subject: ERA19LA131
Who: David Vandebroeck – FAA Inspector

In a telephone conversation, Inspector Vandebroeck stated following:

- The seat pin was in good position and the spring had positive engaging force.
- The seat rail did not have any damage on the sides.
- The tangs were not damaged.
- The one seat track that was on top of the rail had some scoring on the top of the rail.
- Of the four housings, the one was not engaged.
- The front left side was not engaged. The one that has the locking pin.
- The mechanic swears up and down he did not have the left seat out. He had the right seat out to replace the altitude transponder.
- He works in shop by himself with no one else around.