



# Aviation Investigation Final Report

<b>Location:</b>	Branson West, Missouri	<b>Accident Number:</b>	CEN12LA056
<b>Date &amp; Time:</b>	October 30, 2011, 11:11 Local	<b>Registration:</b>	N2893R
<b>Aircraft:</b>	Cessna 182K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the pilot seat released and slid rearward during the takeoff roll. He said that he reduced engine power and could still reach the rudder pedals but could not actuate the brakes. Subsequently, the airplane went off the runway and struck a drainage ditch. The airplane's seat mechanism was the subject of a 2011 Airworthiness Directive, which had been complied with during the airplane's most recent annual inspection. Postaccident examination of the seat mechanism revealed no anomalies. Based on the available evidence, it is likely that the pilot failed to ensure that his seat was in a locked position before takeoff, which allowed it to slide rearward during the takeoff roll.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure that his seat was in a locked position before takeoff, which resulted in the seat sliding rearward and the subsequent loss of directional control.

## Findings

<b>Aircraft</b>	Seat/cargo attach fitting - Incorrect use/operation
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	(general) - Pilot

## Factual Information

### History of Flight

Takeoff	Loss of control on ground (Defining event)
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On October 30, 2011, about 1111 central daylight time, a Cessna 182K, N2893R, sustained substantial damage when it departed the runway during takeoff and struck a ditch. The takeoff was being performed at the Branson West Municipal Airport (FWB), Branson West, Missouri. There were no injuries to the pilot or his 3 passengers. The airplane was registered to Brigman Productions, Inc., and operated by the pilot under the provisions of 14 Code of Federal Regulation Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not operated on a flight plan. The flight was originating at the time of the accident and the intended destination was the Hutchinson Municipal Airport (HUT), Hutchinson, Kansas.

The pilot reported that the pilot seat released and slid rearward during the takeoff roll. He said that he reduced engine power and could still reach the rudder pedals, but could not actuate the brakes. Subsequently, the airplane went off the runway and struck a drainage ditch.

On June 17, 2011, the Federal Aviation Administration issued Airworthiness Directive (AD) 2011-10-09. This AD replaced a previous AD and requires repetitive inspections and replacement of parts, if necessary, of the seat rail and seat rail holes; seat pin engagement; seat rollers, washers, and axle bolts or bushings; wall thickness of roller housing and the tang; and lock pin springs.

The airplane's most recent annual inspection dated October 12, 2011, indicated that AD 2011-10-09 had been complied with and no defects were noted; additionally, postaccident examination of the seat mechanism by Federal Aviation Administration inspectors revealed no anomalies.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 1, 2011
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 1, 2011
<b>Flight Time:</b>	1581 hours (Total, all aircraft), 1100 hours (Total, this make and model), 1581 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2893R
<b>Model/Series:</b>	182K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Experimental light sport (Special)	<b>Serial Number:</b>	18258493
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 12, 2011 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4362 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>	BRIGMAN PRODUCTIONS INC	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	BRIGMAN PRODUCTIONS INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KBBG,1302 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	10:45 Local	<b>Direction from Accident Site:</b>	135°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 7500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Branson West, MO (FWB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hutchinson, KS (HUT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Branson West Municipal Airport FWB	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1348 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	36.698612,-93.402221

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	Marvin Trease; FAA - Kansas City FSDO; Kansas City, MO
<b>Original Publish Date:</b>	June 12, 2013
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=82264">https://data.nts.gov/Docket?ProjectID=82264</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).