



National Transportation Safety Board Aviation Accident Final Report

Location:	TUCSON, AZ	Accident Number:	LAX99LA021
Date & Time:	11/02/1998, 1100 MST	Registration:	N185Z
Aircraft:	Cessna 185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

On the takeoff roll the pilot's seat slid back. The aircraft made an abrupt turn to the left, while the pilot was attempting to move the seat back into place. After the unsuccessful attempt was made to move the seat back into place, the pilot retarded the throttle and the aircraft came to a stop after a ground loop. The seats were inspected and found to be stiff and difficult to move fore and aft. The seat rails and latching mechanisms were inspected and no deficiencies were noted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to properly secure the seat which subsequently slid back on the takeoff roll and lead to the pilot's loss of aircraft control.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) FUSELAGE,SEAT - NOT SECURED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLIGHT CONTROLS - UNAVAILABLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - ENCOUNTERED

Factual Information

On November 2, 1998, at 1100 hours mountain standard time, a Cessna 185E, N185Z, ground looped and departed runway 11L on the takeoff roll at the Tucson, Arizona, airport. The aircraft sustained substantial damage. The airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions existed for the personal flight operated under 14 CFR Part 91, and no flight plan was filed.

The pilot reported that as he was on the takeoff roll his seat slid out of the detents. He stated that "this pulled my feet off the rudder pedals and my hands off the controls." The pilot reported that the aircraft made a turn to the left as he was attempting to move the seat forward to regain use of the rudders or the brakes. He reached up to retard the throttle and the aircraft came to a stop after a ground loop. No further mechanical malfunctions were noted with the aircraft.

According to a Federal Aviation Administration (FAA) airworthiness inspector who examined the aircraft at the airport, the seat was stiff and was difficult to move fore and aft. He reported that the detents in the seat rails did not show any signs of wear, and the pilot may have thought he had the seat locked into place because of the stiffness of the seat. The FAA did note that the aircraft was 40 hours out of annual, but that the condition of the seat and seat rails would have passed an annual inspection.

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/06/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	14964 hours (Total, all aircraft), 81 hours (Total, this make and model), 11013 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185Z
Model/Series:	185E 185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1851363
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	05/09/1998, Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2261 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520D
Registered Owner:	DOUGLAS W. CASE	Rated Power:	300 hp
Operator:	DOUGLAS W. CASE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUS, 2641 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1056 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 MST	Type of Airspace:	Class C

Airport Information

Airport:	TUCSON INTERNATIONAL (TUS)	Runway Surface Type:	Asphalt
Airport Elevation:	2641 ft	Runway Surface Condition:	Dry
Runway Used:	11L	IFR Approach:	None
Runway Length/Width:	10994 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TEALEYE C CORNEJO	Report Date:	06/22/2000
Additional Participating Persons:	GEORGE BEAN; SCOTTSDALE, AZ		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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