



National Transportation Safety Board Aviation Accident Final Report

Location:	Taylorsville, NC	Accident Number:	ATL04LA063
Date & Time:	01/03/2004, 1333 EST	Registration:	N3102S
Aircraft:	Cessna 182G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot started the takeoff roll. Just before rotation, the seat slid backwards. The pilot lost directional control of the airplane, and the airplane collided with an embankment. Examination of the seat tracks revealed no elongation of the seat track holes. The Before Starting The Engine checklist states, "Seats and Seat belts-Adjust and lock."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the checklist, resulting in a loss of directional control on the takeoff roll when the seat moved rearward, and on ground collision with an embankment.

Findings

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

Findings

1. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On January 3, 2004, at 1333 eastern standard time, a Cessna 182G, N3102S, registered to a private owner, operating as a 14 CFR Part 91 personal flight, collided with an embankment on takeoff roll at Taylorsville Airport, Taylorsville, North Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot reported minor injuries. The flight originated from Teague-Grider Airport, Taylorsville, North Carolina, on January 3, 2003, at 1333.

The pilot stated he started his takeoff roll on the west runway, and just before rotation his seat slid backwards. The pilot reported that he "lost directional control" of the airplane, and the airplane subsequently collided with an embankment.

Examination of the front seats revealed both seat track rails were buckled. The seat track pin holes were measured at 0.28 inches longitudinal and sideways dimensions. Air Worthiness Directive 87-20-03R2, Seat Tracks, requires inspection of all pin holes at 100 hour intervals. Replacement of the seat rail becomes mandatory once any dimension exceed 0.42. No elongation of the seat track pin holes were noted.

Review of the Cessna 182 Pilot Operating Handbook, Section I, states in the BEFORE STARTING THE ENGINE checklist,

"(1) Seats and Seat Belts-Adjust and lock."

Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last Medical Exam:	06/17/2003
Occupational Pilot:		Last Flight Review or Equivalent:	01/05/2002
Flight Time:	240 hours (Total, all aircraft), 186 hours (Total, this make and model), 190 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N3102S
Model/Series:	182G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18255602
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/11/2003, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	46 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2990 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R55B
Registered Owner:	John R. Graham	Rated Power:	230 hp
Operator:	John R. Graham	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SVH, 965 ft msl	Observation Time:	1350 EST
Distance from Accident Site:	39 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	357°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	23° C / 13° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 200°	Visibility (RVR):	
Altimeter Setting:	30.07 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Taylorsville, NC (5A5)	Type of Flight Plan Filed:	None
Destination:	Statesville, NC (SVH)	Type of Clearance:	None
Departure Time:	1333 EST	Type of Airspace:	Class E

Airport Information

Airport:	Taylorsville Airport	Runway Surface Type:	Grass/turf
Airport Elevation:	1090 ft	Runway Surface Condition:	Dry
Runway Used:	270	IFR Approach:	None
Runway Length/Width:	2000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Carrol A Smith **Adopted Date:** 06/28/2006

Additional Participating Persons: Terry Frye; Charlotte FSDO-33; Charlotte, NC
Emile J Lohman; Cessna Aircraft Company; Wichita, KS

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.nts.gov/pubdms/>.

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