



National Transportation Safety Board Aviation Accident Factual Report

Location:	Mount Holly, NJ	Accident Number:	ERA19LA194
Date & Time:	03/09/2019, 1805 EST	Registration:	N7367G
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On March 9, 2019, at 1805 eastern standard time, a Cessna 172, N7367G, sustained substantial damage during a runway excursion while landing at the South Jersey Regional Airport (VAY), Mount Holly, New Jersey. The private pilot and the passenger were not injured. The airplane was registered to a private company and operated by the Windwalker Aero Club, Lumberton, New Jersey, as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Visual meteorological conditions prevailed at the time of the accident. The departure location and time are unknown.

The pilot stated that the flight was uneventful until landing. During landing rollout, when he started to apply the brakes, his seat back collapsed, and he lost site of the runway. The pilot said that when he was able to sit back up, he saw the airplane had veered off the left side of the runway and struck a segmented circle.

A postaccident examination of the airplane revealed the fuselage was substantially damaged. The pilot's seat back was found disconnected on the left-hand side of the seat base assembly attach point. The bolt head that attached the seat back to the seat base had sheared off from the seat back assembly.

This accident was initially reported by the Federal Aviation Administration (FAA) as an incident and was later upgraded on June 11, 2019, to an accident. Under the initial auspices that this was an incident, the FAA did not retain the bolt (P/N: AN#-17A) and asked the operator's maintenance provided to remove the bolt and retain it for possible further examination. The bolt was removed and given to the manager of the aero club, who later reported that he had misplaced the bolt. As such, the bolt was not examined and its failure mode is unknown.

According to the FAA, the airplane's last annual inspection was completed on September 15, 2018, at a total time of 3,451.42 hours. The most recent 100 hour inspection was completed about a month before the accident on January 8, 2019, at a total time of 3,552.92 hours.

The pilot held a commercial pilot certificate with a rating for airplane single and multiengine, and instrument airplane. He was also a certified flight instructor for airplane single-engine land. The pilot's last Federal Aviation Administration (FAA) second-class medical was issued on July 10, 2017. At that time, he reported a total of 12,000 flight hours.

At 1754, the weather reported at VAY was wind from 120° at 6 knots gusting to 16 knots, visibility 10 miles, and clear skies.

Pilot Information

Certificate:	Commercial; Private	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	06/10/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/23/2017
Flight Time:	12000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7367G
Model/Series:	172 K	Aircraft Category:	Airplane
Year of Manufacture:	1970	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17259067
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/08/2019, 100 Hour	Certified Max Gross Wt.:	2299 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3552.92 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	N7367g Llc	Rated Power:	180 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VAY, 52 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1754 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	7°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:	Mount Holly, NJ (VAY)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	South Jersey Regional (VAY)	Runway Surface Type:	Asphalt
Airport Elevation:	52 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3881 ft / 50 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.000000, -74.000000 (est)

Administrative Information

Investigator In Charge (IIC):	Leah D Read
Additional Participating Persons:	Robert Fus; FAA/FSDO; Farmingdale, NY
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=99608