



Montauk, NY
September 16, 2018
N161DL
SR22-4128 (G5)
C of A: 9/16/2014

Pilot

Name:	Richard R. Tasca
Age:	65
Height/Weight:	69" / 190 lbs.
Injuries:	None
Occupation:	
Certificates & Ratings:	PVT ASEL & Instrument Airplane
Experience:	738 TT (all Cirrus time)
Medical:	3 rd Class dated: 1/4/2018 Limitations: Eye glasses
Remarks:	

Passenger(s)

Name:	
Injury(s):	Minor
	Wife of pilot

Airplane

Model (Generation):	SR22 (G5)
ASN:	4128
C of A:	9/16/2014
Equipment:	Perspective Avionics, autopilot w/yaw damper, dual ADC & AHRS, engine monitoring, Garmin traffic, XM Wx/radio, enhanced vision system, air conditioning, HUT RDM
Hobbs / Flight	308.8 / 246.9
Remarks:	Annual inspection 10/15/2017 at 187.9

Weather

Location:	
Time:	1654
Wind Direction & Speed:	Winds variable at 4 knots
Visibility:	
Sky Conditions:	Skies clear
Temp / Dew Point:	24° C / 19° C
Altimeter:	30.21
Remarks:	

NTSB Preliminary Report

On September 16, 2018, at 1606 eastern daylight time, a Cirrus SR22, N161DL, was substantially damaged during collision with trees and terrain during takeoff from Montauk Airport (MTP), Montauk, New York. The pilot was not injured, and a passenger sustained minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight, which was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

The pilot provided a written statement and was interviewed by telephone. He said he completed the preflight inspection, engine run-up, and before-takeoff checks with no anomalies noted, and then positioned the airplane for takeoff from runway 24. The pilot advanced the throttle and tracked the runway centerline during the takeoff roll.

At rotation, the pilot's seat "abruptly slid backwards to the outermost distance from the controls." The pilot said that he could no longer reach the pedals to maintain directional control, and that aileron input was inadequate to counteract the airplane's left-turning tendency. The airplane departed the left side of the runway, struck trees and shrubs, and came to rest upright.

The pilot stated that he had adjusted his seat prior to the flight "as normal" and had never had difficulty with the seat at any time in the past. He added that this was the third Cirrus SR22 that he had owned and had no history of seat issues with either of his previous two airplanes. The pilot held a private pilot certificate with ratings for airplane single engine land and instrument airplane. His most recent Federal Aviation Administration (FAA) third class medical certificate was issued January 4, 2018. He reported 750 total hours of flight experience, all of which was in the accident airplane make and model.

According to FAA records, the airplane was manufactured in 2014. Its most recent annual inspection was completed October 15, 2017 at 187.9 total aircraft hours.

At 1654, the weather recorded at MTP included clear skies and variable winds at 4 knots. The temperature was 24°C, and the dew point was 19°C. The altimeter setting was 30.21 inches of mercury.

Examination of photographs revealed that the wings, fuselage, and empennage all sustained substantial impact damage. An FAA inspector who responded to the site said he could not enter the cockpit, as the door was either locked or impinged by impact damage.

NTSB Memorandum for Record



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

September 21, 2018

Subject: ERA18LA253 Montauk, NY
Name: Richard Tasca – Pilot

Mr. Tasca was the owner/pilot of the airplane in the accident referenced above. He was interviewed by telephone, and the following is a summary of the interview.

Private Pilot Single engine land – instrument airplane – 750 hours total time all of it in make and model. 3rd class medical January 4, 2018. Must wear corrective lenses.

Mr. Tasca provided a detailed written statement about the history of the flight. He said the airplane was performing as designed, except for the seat sliding aft at rotation, where his feet came off the pedals and he could not maintain directional control.

According to Mr. Tasca, he had had no previous adverse experiences with the pilot's seat in his current airplane, and neither had he experienced a problem with the pilot's seat in either of his previous two Cirrus airplanes.

The airplane was hangered always and had accrued 248 total aircraft hours.

The written statement provided is below:

This sequence of events occurred on 9-16-2018 at approximately 16:06 local time: Prior to intended VFR departure from KMTP I conducted a normal pre-flight inspection. Upon entering the cockpit I adjusted my seat as normal. I ran the start-up and pre-takeoff checklist. I taxied onto runway 24 and advanced the throttle and tracked the centerline with right rudder input. Upon rotation my seat abruptly slid backwards to the outermost distance from the controls. At this point I was unable to reach the rudder pedals and the

See next slide for pilot statement:

Pilot Statement

This sequence of events occurred on 9-16-2018 at approximately 16:06 local time: Prior to intended VFR departure from KMTP I conducted a normal pre-flight inspection. Upon entering the cockpit I adjusted my seat as normal. I ran the start-up and pre-takeoff checklist. I taxied onto runway 24 and advanced the throttle and tracked the centerline with right rudder input. Upon rotation my seat abruptly slid backwards to the outermost distance from the controls. At this point I was unable to reach the rudder pedals and the throttle lever. I was initially able to maintain level flight with aileron input, but I was unable to fully counteract the left rolling tendency and the aircraft veered to the left and impacted trees and scrub brush lining the runway. After the aircraft came to rest I was able to secure the switches, assist my passenger and exit the aircraft.

Airplane During Examination



Location of Seat as Found

- Seat was located in last adjustment hole prior to seat stop
- Seat stop was present and secure

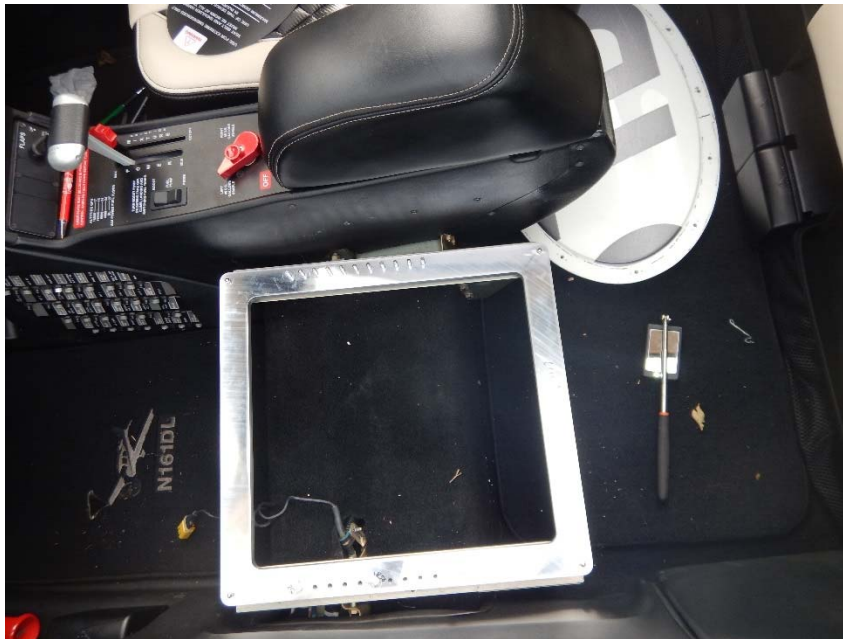




Inspection Observations

- Movement of seat fore and aft was easily accomplished
- No binding or anomalous behavior noted
- Seat good according to AMM 25-10 (5)(b) inspection criteria
- BOTH pins locked into position simultaneously and freely in all adjustment positions

Inspection Observations



- Tool # 11123
 - Used in production to verify track holes are aligned and not offset from one another
- Gage verified holes in tracks on N161DL were aligned with one another
- Side play in seat tracks is normal
- Side play of inboard seat rail could be manipulated to the point of not being able to seat gage pins on one side



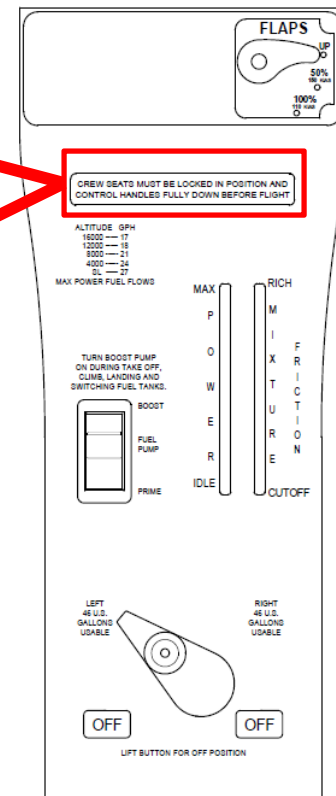
Inspection Observations

- With seat twisted hard to right while sitting in seat and while being slid forward, partial pin engagement could be made to occur
- Once partial engagement occurred then:
 - Unable to move adjustment lever to full down position (see placard & POH)
 - Downward force would not force pins into lock position
 - As soon as seat straightened or an attempt to move the seat forward occurred full pin engagement would occur
 - Same would occur on co-pilot seat but much more difficult to reproduce due to not as much ease of side play in system

PILOT OPERATING HANDBOOK (POH)

**CREW SEATS MUST BE LOCKED IN POSITION AND
CONTROL HANDLES FULLY DOWN BEFORE FLIGHT**

Engine control panel:



SR22_FM02_3560

Figure 2-5
(Sheet 3 of 6)

Before Starting Engine

1. Preflight InspectionCOMPLETED
2. Weight and BalanceVerify within limits
3. Emergency EquipmentON BOARD
4. Passengers BRIEFED
5. Seats, Seat Belts, and HarnessesADJUST & SECURE

Amplification

• WARNING •

Ensure that the airplane is properly loaded and within the AFM's weight and balance limitations prior to takeoff.

• Caution •

Crew seats must be locked in position and control handles fully down before flight. Ensure seat belt harnesses are not twisted.

Prior to flight, Verify CAPS handle safety pin is removed and ensure all the passengers have been fully briefed on smoking, the use of the oxygen system, seat belts, doors, emergency exits, egress hammer, and CAPS.

Before Takeoff

During cold weather operations, the engine should be properly warmed up before takeoff. In most cases this is accomplished when the oil temperature has reached at least 100°F (38°C). In warm or hot weather, precautions should be taken to avoid overheating during prolonged ground engine operation. Additionally, long periods of idling may cause fouled spark plugs.

• WARNING •

Do not takeoff with frost, ice, snow, or other contamination on the fuselage, wing, stabilizers, and control surfaces.

1. DoorsLATCHED
2. CAPS Handle Verify Pin Removed
3. Seat Belts and Shoulder Harness SECURE
4. Air Conditioner AS DESIRED

• Caution •

Use of RECIRC mode prohibited in flight.

• Note •

If Air Conditioner is ON for takeoff roll, see Section 5, [Takeoff Distance](#) for takeoff distance change. No takeoff distance change is necessary if system remains OFF for takeoff roll.

5. Fuel Quantity CONFIRM
6. Fuel Selector FULLEST TANK
7. Fuel Pump BOOST
8. Mixture AS REQUIRED
9. Flaps SET 50% & CHECK
10. Transponder SET
11. Autopilot CHECK
12. Navigation Radios/GPS SET for Takeoff
13. Cabin Heat/Defrost AS REQUIRED
14. Brakes HOLD
15. Power Lever 1700 RPM

(Continued on following page)

Seats

The seating arrangement consists of two individually adjustable seats for the pilot and front seat passenger and a "2+1" configuration with a one-piece bench seat and fold-down seat backs for the rear seat passengers.

• Caution •

Do not kneel or stand on the seats. The seat bottoms have an integral aluminum honeycomb core designed to crush under impact to absorb downward loads.

Front Seats

The front seats are adjustable fore and aft and the seat backs can be reclined for passenger comfort or folded forward for rear seat access. Integral headrests are provided. The fore and aft travel path is adjusted through the seat position control located below the forward edge of the seat cushion. The seat track is angled upward for forward travel so that shorter people will be positioned slightly higher as they adjust the seat forward. Recline position is controlled through levers located on each side of the seat backs. Depressing the recline release control while there is no pressure on the seat back will return the seat back to the full up position.

To position front seat fore and aft:

1. Lift the position control handle.
2. Slide the seat into position.
3. Release the handle and check that the seat is locked in place.

To adjust recline position:

1. Actuate and hold the seat back control lever.
2. Position the seat back to the desired angle.
3. Release the control lever.

Rear Seats

The rear seats employ a one-piece bench seat and two seat backs configured in 60/40 split. This "2+1" seating configuration provides for a center seat/restraint area for a third passenger on the wider left hand seat.

Each seat back reclines independently of each other and can be folded forward to provide a semi-flat surface for cargo extending
7-30

P/N 13772-004
Revision 1

AIRCRAFT MAINTENANCE MANUAL (AMM)

From: [REDACTED]
To: [REDACTED]
Subject: RE: ERA18LA253 Montauk, NY Examination at Anglin's
Date: Thursday, February 7, 2019 1:37:13 PM

Mr. Rayner,

I was present during the examination and concur with examination report.

PW

From: Rayner Brian [REDACTED]
Sent: Thursday, February 7, 2019 1:21 PM
To: Wentz Peter [REDACTED]
Subject: ERA18LA253 Montauk, NY Examination at Anglin's

Captain Wentz,

Attached, please find the field notes prepared by Cirrus following their inspection of the accident airplane.

As you were kind enough to supervise the exam, please concur/non-concur with the content of these notes as prepared.

v/r

Brian

Brian C. Rayner
Senior Air Safety Investigator
NTSB - ERA
[REDACTED]
Ashburn, VA 20147

[REDACTED]