



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

April 4, 2017

Subject: Record of Phone Conversation with Scott Atwell, Pilot-in-Command, N2383C, on April 4 2017. Mr. Atwell was with Federal Aviation Administration (FAA) inspector Robert Reynolds, at the Charlotte, North Carolina FAA flight standards district office.

Mr. Atwell advised that the accident occurred about 1425 local time (later corrected to 1325), there were 2 POB, no injuries. The passenger was Mr. John Brotherton [REDACTED]. Mr. Atwell indicated he had 986 total flight hours of experience of which 90 were in the same make model as the accident airplane. He advised his last biennial flight review was conducted on March 10, 2015.

Mr. Atwell stated that the airplane had not been flown since Thanksgiving, 2016. On the morning of the accident, he moved the airplane out of the hangar, washed it, and inspected it thoroughly using the manufacturer's preflight checklist. He said he was particularly meticulous with the inspection, making sure to look for bird's nests or other issues, since the airplane had not flown in four months. He found no issues during the inspection. He then went to a business meeting, and returned in the afternoon, and respected the airplane, finding no issues. His passenger arrived about 1300, and he prepared for the flight (in an email follow up to this conversation, Mr. Atwell advised that he removed the gust lock, which also blocks the key switch, and stowed it prior to starting the engine).

He started the engine without difficulty and allowed it to warm up. He taxied to the start of runway 36, where he performed an engine run up which he described as "everything seemed normal, the engine sounded fine." He then began the takeoff.

Mr. Atwell explained that the engine "did not really lose power" during the takeoff, it was running continuously, it sounded normal, it did not miss or sputter. Mr. Atwell first noticed a problem when the airplane reached the location on the runway "where it normally lifts off" (near a dirt road which intersects the runway, about 1200 feet from the start of the runway) and it did not lift off. He pulled back on the control wheel and it "felt as if it didn't have any lift." He recalled that at that time, the airspeed indicator was "close to 60 knots". He did not recall what the engine instruments were indicating, but the engine sounded "normal." When he realized the airplane was not going to fly, he advised the passenger to prepare for an impact, and he focused on trying to avoid colliding with outbuildings and his residence. When the airplane reached the end of the runway, he pulled back on the control wheel to attempt to clear a fence. The airplane lifted off, cleared the fence, then settled back down. It subsequently struck another fence in several places before coming to rest on the edge of the driveway of his residence. He turned off the master switch, and the fuel selector, and secured the airplane. After the accident, he noticed that the flaps were in the up position, he recalled that they were "down" when he started the

takeoff roll. [The normal takeoff procedures specified in the checklist indicate 0-20 flaps may be used, and the nosewheel should be lifted at 50 KIAS]

Mr. Atwell advised that the turf runway was 1,7000 feet long, and the grass was “very short” and had recently been mowed. There was a “slight northeast” wind based on his observation of the windsock on the airport.

He said “normally with the 182, you can’t hold them down” meaning that the airplane takes off very quickly. After rotation, he normally “keeps it low, to build airspeed” when taking off from this runway.

Mr. Atwell said that there is no fuel available at the airport, and the airplane was last fueled on his way home from a previous trip at Union County Airport (35A), Union South Carolina about 70 nautical miles from Atwell Airport (1NC2) where the accident occurred. He estimated that 45-50 gallons of fuel were on board prior to takeoff, equally distributed between the left and right fuel tanks. He said that farmhands had disconnected the battery and defueled the airplane after the accident. (the FAA inspection found the right tank empty and the left tank full).

Photographs from the FAA inspection showed the rudder trim cockpit indicator nearly full airplane nose right. When asked about this, Mr. Atwell surmised that must have occurred during the accident at he recalled it at neutral prior to takeoff.

Mr. Atwell said that the airplane “was mint, it was in great shape.”

When asked about the airplane loading and baggage, Mr. Atwell stated that this was about the lightest load he had ever flown with. He had a change of clothes and no baggage. He said he was on his way to a fishing tournament, and had previously transported all his supplies and baggage by car.