

On July 27, 2018, I was notified and assigned to work an accident at KRZR Cleveland, TN. The accident involved N1311S a Cessna 182P (ser# 18264876) in which the pilot (Lanny Kramer) was fatally injured when struck in the head by the propeller while performing a walk around prior to flight. I was given an NTSB contact name of Tim Monville. I contacted Tim and we developed an action plan for the investigation. I advised that we were two and a half hours away. We agreed that I would call and update him after our preliminary investigation. I Traveled to KRZR, arrived on site at approximately 1230 Local time. I was appointed as the IIC and was accompanied by Jim Ruckman and Jake Elliott both FAA airworthiness ASI's. I Met with Detective Wattenbarger and the airport director Mark Fidler. We reviewed the security footage and found no footage was available due to the position of the cameras. Det. Wattenbarger briefed me on what happened and what they had done. The detective advised me that we had three witness statements from employees working at the time of the accident (Bryan Janisch, Cheryl Balazi, and Michael Thieleman) as well as a statement from the pilot's wife (Fran Kramer) I spoke with the individuals and collected the statements. My team and I proceeded to the aircraft. I started collecting preliminary information and began my report. While I was completing my duties, the team was photographing and collecting necessary data.

While inspecting in the cockpit we discovered that from the pilot's perspective, the ignition switch appeared to be in the off position; however, on closer inspection, it was positioned more toward the Right Mag. I retrieved the key from the wife ensured photos were obtained prior to inserting the key and attempting to move the switch. I inserted the key into the switch and was able turn the switch to the left, which was the OFF position. The switch was then moved from OFF to the Right Mag detent then Left Mag detent the amount of movement from the initial turn indicated that the switch was not OFF and was not completely in the Right Mag detent, but rather somewhere in-between. Also noted at this time is that the key was easily removable from the switch in the right and left positions. All findings were documented in writing transcribed into this report and with pictures. While the two other inspectors finished documenting the scene, I was able to interview the wife (Fran Kramer). I asked Mrs. Kramer to start from the beginning and just tell me what she remembered. She stated that their permanent home was in Sarasota FL. In addition, that they had a home in Blairsville GA. They had flown up to Blairsville around the first part of July and the aircraft had not flown since. The day of the accident, they flew from Blairsville to Copperhill, TN where they stopped for fuel. They then flew into Cleveland to take care of personal business. They were gone for several hours and then returned to Cleveland Jetport to make the return trip to Blairsville. Mrs. Kramer stated that she was preparing for the flight by placing her belongings in the passenger side of the aircraft. She was positioned behind the door looking into the aircraft. She could see her Husband in here peripheral vision around the nose of the aircraft. Mrs. Kramer stated that she heard a noise as if the engine was trying to start; she diverted her attention toward the nose of the aircraft in time to see her husband fall toward the ground. She also witnessed the propeller rotate at least one revolution in what appeared to be under power. Mrs. Kramer proceeded to the aircraft to find her husband laying on the ground with a major wound to his head laying in blood. She ran inside and said call 911 my husband has been hit with the propeller. Next, she ran back out to be with her husband. Mrs. Kramer stated that the aircraft keys were in her husband's pocket and this was verified by law enforcement. I asked Mrs. Kramer about the first flight of the day and she stated there were no anomalies and that all seemed normal. I asked about the shut down for the flight into Cleveland; she stated that everything seemed normal but that she was not really paying close attention. She did indicate that she remembered her husband pulling the idle cut off in a similar fashion as he always did. Nearing the end of the interview, I inquired about the aircraft logbooks; I was

told they were in FL. I instructed that I would at a minimum need to see pictures of the aircraft logbooks. Mrs. Kramer's statement was taken in the accompaniment of a family friend Andrea Antepencko ([REDACTED] [REDACTED]).

I then got together with the team and compiled information. Made a list of findings and then contacted Tim of the NTSB. As a group, we discussed the findings and developed another plan of action for testing the aircraft. The testing was to include a mag check to ensure that the switch was functioning correctly and to remove the switch so that it could be sent for further testing. I coordinated with airport personnel for a local maintenance representative that could perform the testing. I spoke with Craig Pickeral [REDACTED] an Airframe and Powerplant mechanic employed at Montgomery Aero Enterprises. Mr. Picleral developed a verbal quote for the testing. I contacted Tim with the quote to get approval. While speaking with Tim I asked if the aircraft could be moved; we agreed that it could. Prior to starting testing, I spoke with the Bradley county Medical examiner (Laura Wittmaier [REDACTED]) and she was giving the Tox Box for samples to be sent to CAMI. The aircraft was moved to the maintenance facility. The cowl removed and the P leads disconnected from the both the Left and right Magnetos (mags). Checked the mags with the switch in the off position; both left and right mags were grounded out. Moved the switch to the right detent; the left mag was grounded and the right mag was not indicating that it was hot. Moved the switch to the left detent; the right mag was grounded and the left was not indicating the left mag was hot. The switch was moved to the both detent; neither mag was grounded indicating they were hot. The switch was then placed in the position that it was originally discovered in. This was just slightly left of the right detent; the left mag was grounded and the right was not indicating that it was hot. At this time, the mechanic hooked up the P leads and temporary installed the cowl. Then the battery was disconnected and the ignition switch was marked and removed. The aircraft was left in this condition and the mechanic was to make log entries for all the work performed to include the need for a propeller strike inspection.

Traveled back to the office the same evening. Discussed with the team throughout the weekend of possible items to check to ensure the aircraft was functioning properly.

Monday 7/30/2018 continued looking at data and trying to develop test methods. Contacted Continental Motors (Phillip Grice [REDACTED]) to inquire about engine specific operation. Phillip was asked assuming a proper and normal shutdown would there be sufficient fuel remaining to allow combustion if all other parameters were met. The answer was yes; it is very much possible. Started writing detailed report of the events.

Tuesday 7/31/2018 spoke with Tim at the NTSB. Discussed the outcome of the contact with Continental and also the that we could check many different items, but that there were simply too many unknowns to be certain of what we should check and therefore the lack of value added in performing any further test to the aircraft. Tim said that he would get back with me on any further testing. NTSB provided contact information at the Arizona MIDO where the switch is to be sent. I reach out the Ray Almgren and they are able to support the testing effort. Will continue to write a detailed report and put together a package to send to the NTSB.

8/2/2018 received the UPS label to Ship the switch to Ray Almgren.

8/3/2018 Marked switch and prepared for shipping.