

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: May 19, 2023

Subject: ERA23FA219, Record of Conversation/Interview

Contact: John McGowan

Mr. John McGowan was interviewed at his house whose address was [REDACTED] Reliance, TN [REDACTED] on May 9, 2023, about 1057 Eastern Daylight Time. Also present was NTSB investigator Joshua Young, and Textron Aviation investigator Ricardo Asensio. Mr. McGowan provided an e-mail address of [REDACTED] and a cellular phone number of [REDACTED].

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that he was a Navy pilot and flew H2's and H60 helicopters. On the date of the accident, he reported a, "big windstorm" after 1900 hours, further describing it as a wall of wind about 40 knots. About the time of the accident, he was upstairs and heard a "wump" sound that shook the house. He went outside and looked around and did not see anything or hear any engine noise. His neighbor (Chris Chlumsky) reportedly heard the airplane.

He was asked by NTSB the following questions –

What was the ceiling in that area at the time he heard the sound?
About 500 ft above ground level.

What was the visibility in that area at the time he heard the sound?
It was hard to tell from his location as he did not have a known reference for distance. He reported it was raining hard and the wind was blowing. He added that he did not hear and engine sound or screeching metal.

The interview end time was not recorded.

The digest was e-mailed to him for review on May 19, 2023. He replied on May 20, 2023, at 0513 EDT with, "No changes necessary." The FINAL digest was e-mailed to him on October 4, 2023.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: May 19, 2023

Subject: ERA23FA219, Record of Conversation/Interview

Contact: Chris Chlumsky

Mr. Chris Chlumsky was interviewed near the accident site on May 10, 2023 at 1049 Eastern Daylight Time. He provided a home address of [REDACTED] Reliance, TN [REDACTED]. Also present was NTSB investigator Joshua Young, and Textron Aviation investigator Ricardo Asensio. Mr. Chlumsky provided an e-mail address of [REDACTED] and a home phone number of [REDACTED].

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that he is not a pilot, is not mechanically inclined, and is retired. On the date and time of the accident he reported hearing a sudden loud noise he thought was thunder. It sounded like a short, very loud “humming thunder with mechanical qualities.”

He was asked by NTSB the following questions –

At the time where was he located?

He was behind his house (outside) feeding his cats. That location was later determined to be 35.226980° north latitude and -084.422808° west longitude.¹

Was it raining at the time?

It was not. It started raining shortly afterwards.

¹ Using Google Earth, his location at the time was about 329° and 500 ft from the resting position of the main wreckage.

NTSB Questions Continued –

Describe the wind at the time?
It had “kicked up”

How was the wind?
I wasn’t paying attention at the time to the wind.

How long of time from the sound to the rain starting?
He estimated 20 to 25 minutes. His neighbors came onto the road to talk. He found it odd that he heard the wreckage descending but not the impact.

Did you hear an/the aircraft’s engine?
He was pretty sure that is the sound that he heard while it was “coming down.”

What was the environmental light conditions at the time?
It was still sunny.

Did you see the airplane?
No. Laura across the road said that she saw something flying over the trees behind his house.

What were the clouds like at the time?
There were clouds to the north moving, but it was “blue sky” above him. He added it was “partly cloudy” the best he could recall.

The interview end time was not recorded.

The digest was e-mailed to him for review on May 19, 2023. He replied on May 20, 2023, at 1511 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him on October 4, 2023.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: May 19, 2023

Subject: ERA23FA219, Record of Conversation/Interview

Contact: Tony and Robin Chapman

Tony and Robin Chapman were interviewed at their residence of [REDACTED] Reliance, TN [REDACTED] on May 10, 2023, at 1219 Eastern Daylight Time. Also present was NTSB investigator Joshua Young. Tony provided a cellular phone of [REDACTED] while Robin provided a cellular phone of [REDACTED]

They were advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

They indicated neither are a pilot and neither are mechanically inclined. On the date and time of the accident they were outside their house on their porch¹ which faces east. The wind was “whipping up” and was not normal, describing it as an “odd wind.” They walked out to the driveway and heard a “boom” sound. It sounded at first like lightning then sounded like something mechanical or metallic. The sound stopped and they discussed agreeing what they heard was not thunder. They reported another witness Laura Loudon told Chris Chlumsky to go inside due to possible falling debris. At the time they (Tony and Robin) were with another individual (Linda) who was selling them eggs; that person lives on Finger Board road. They advised that Mr. Chlumsky called 911 from his house phone. Afterwards Tony went inside his house and noted the internet was not working due to clouds.

They were asked by NTSB the following questions –

Did you hear the aircraft’s engine?

No. It sounded like continuous rumbling but not thunder.

¹ That location was 35.226971° north latitude and -84.424476° west longitude, or 866 ft and 300° from the main wreckage.

NTSB Questions Continued –

Describe the weather conditions at the time?

The clouds were rolling in. Robin saw the trees moving in different directions from 168° and 340°², with the gust from 168° being described as “really hard.”

Did it hail?

No. It looked like the sky was yellow. There was a really hard rain with big rain drops.

Did you feel a temperature change?

Yes, it got cool.

Was there any wind before the storm?

The wind was sudden. When Robin heard thunder she thought they would get a downpour. She heard a “boom” sound, thought it was thunder, then heard a continuing sound. The thunder sound seemed to get louder. The thunder sound was south of their location.

The interview ended at 1231 EDT.

The digest was e-mailed to them for review on May 19, 2023. Mr. Chapman replied the same day at 1358 EDT with, “Received, thank you.” The FINAL digest was e-mailed to them on October 4, 2023.

² She pointed the direction the wind was from and NTSB derived the heading.

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: February 26, 2025

Subject: ERA23FA219, Record of Conversation/Interview

Contact: Max Allen, of Aircraft Aviation Services, Jackson County Airport

Mr. Max Allen, owner of Aircraft Aviation Services was contacted by phone on February 26, 2025, at 0951 EST, and left a voice mail message. He was called at [REDACTED] and left a voice mail message. He called back the same day at 1008 EST from the same number. He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

Mr. Max Allen, owner of Aircraft Aviation Services who performed the airplane's last annual inspection which was signed off as being completed on September 1, 2022 (Figure 1).

2022	
DATE: September 1, 2022	AIRCRAFT AVIATION SERVICES
REG: N 725AS	JACKSON COUNTY AIRPORT
SERIAL: 1826640	[REDACTED]
100 HOUR INSPECTION / ANNUAL INSPECTION	
HOBBS TIME: 1,570.29	
TOTAL TIME: 3,265.29	
ELT DUE DATE: 2022 July 2027	
100 HOUR INSPECTION COMPLETED I/A/W INSPECTION GUIDE THAT MEETS THE REQUIREMENTS OF THE FAR 43 & 91.409.	
ALL INSPECTION PANELS REMOVE CONTROL CABLES AND PULLEYS INSPECTED. BLUCK HEAD CHECKED FOR CRACKS AND CORROSION. AIRCRAFT PLACED ON JACKS WHEELS REMOVED, TIRES CHECK FOR WEAR AND WHEEL ASSAY, CHECK FOR CRACKS. WHEEL BEARINGS CLEANED AND REPACKED, BRAKE PADS CHECKED FOR WEAR. LANDING GEAR SYSTEM CHECK. SHIMMY DAMPER CHECK AND SERVICED. BATTERY BOX CHECKED FOR CORROSION. FUEL SYSTEM CHECKED FOR LEAKS. FUEL CAP VENTS CHECK. FUEL BOWL REMOVE CLEANED AND REINSTALL.	
ALL LIGHTS AND ELECTRIC WIRING CHECKED. ELT BATTERY DUE DATED: 9-1-2022 CHECKED / C/W FAR 91.207D.	
INSTALL NEW BRACKET AIR FILTER: BA-8301. INSTALL NEW GYRO FILTER: D9-18-1 & INSTR. FOAM FILTER: B3-5-1.	
TWO NEW LOWER COWLING MOUNTS. VAC PUMP TEMPEST TORNADO 3000 DRY AIR PUMP (IFR REQUIREMENT 5 YEARS OR 300 HOURS NEXT DUE.) (AT THIS TIME 258.0 HRS AND 3 YR OLD DUE NEXT YEAR)	
AD:	
C/W: AD-2020-18-01 / SEB93-SR2 DATED MAY 29, 2019, INSPECTION OF THE LOWER FORWARD DOORPOST BULKHEAD AND WING STRUT FITTING. INSPECTION WAS VISIBLE INSPECTED BY USE OF A BORO SCOOP NO CRACKS FOUND AT THIS TIME NEXT INSPECTION 36 MONTHS THIS DATE: <u>September 24, 2021 ARE 1000 HOURS.</u>	
C/W: AD-2011-10-09 TO PREVENT SEAT SLIPPAGE OR THE SEAT ROLLER HOUSING FROM THE SEAT RAIL	
C/W: AD-87-20-03R2 SEAT TRACK INSPECTION	
C/W: AD-71-22-02R1 CRACKS IN NOSE GEAR FORK	
C/W: AD-76-07-12 MAGNETO SWITCH INSPECTION	
C/W: AD-99-05-09 DAMAGED INDUCTION AIR FILTER. NEW ELEMENT INSTALL	
ALL AD'S CHECKED THRU BY WEEKLY 2022-18	
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE ANNUAL INSPECTION	
[REDACTED] SIGNATURE	
[REDACTED] NAME	
[REDACTED] TITLE	

Figure 1 Last Annual Inspection Entry in Airframe Logbook

Mr. Allen was asked the following questions –

What reference material did he use to conduct an inspection of the airframe ballistic parachute system at the airplane's last annual inspection?

He used a two-page document that was provided by Dr. Meadows (Attachment 1). It was a basic inspection guidelines that mostly were visual inspections.

Did you find any discrepancies with the airframe ballistic parachute system?

No, it was a brand-new unit¹. He did make notes on the document provided by Dr. Meadows that the "Parachute Due Annual of 2023...."

Were airframe records from Day 1 of airplane manufacture available when you were doing your inspections?

Yes.

Will you provide NTSB a copy of the Work Order and 2 pages of the inspection document used to inspect the airframe ballistic parachute system?

Yes, provide me your address where hard copies can be mailed².

The call ended at 1024 EST.

The digest was e-mailed to him for review on February 26, 2025. He did not reply. The FINAL digest was e-mailed to him on March 4, 2025.

¹ According to the airframe logbook, on August 24, 2017 the parachute system was reinstalled after 10 year repacking by BRS. At that same time the rocket and igniter were replaced.

² The address was provided and he mailed the 2 page inspection document as well as the invoice.

A BRS parachute inspection on a Cessna 182 should focus on checking the activation handle, activation cable, parachute container, launch tube, and rocket motor assembly for any signs of damage, corrosion, or improper securing, ensuring the system is properly armed and ready for deployment in an emergency; always refer to the specific BRS installation manual for your aircraft model for detailed instructions and critical inspection points. @

Key areas to inspect:

Activation Handle:

- Check for secure mounting and proper safety pin presence. @
- Verify the handle is not damaged, bent, or cracked. @
- Ensure the handle can be pulled freely without excessive resistance. @

Activation Cable (Housing):

- Inspect the cable for any fraying, wear, or damage along its length. @
- Check for proper connection to the activation handle and rocket motor assembly. @

Parachute Container:

- Visually examine the container for tears, punctures, or signs of abrasion. @

ATTACHMENT 1

BRS-182 System Description

Percussion Igniter Assembly ... The firing pins then strike the shot-gun primers which ignites a black powder and magnesi...

BRS Expands Cessna Parachute Centers - AVweb

Jun 13, 2019 — Installation kits cost \$17,500 for the Cessna 182 and \$15,500 for the Cessna 172. In addition to the kit co...

AVweb

Airworthiness Directives; Cessna Aircraft Company 172 and 182 ...

Jan 24, 2008 — SUMMARY: We are adopting a new airworthiness directive (AD) for certain Cessna Aircraft...

Federal Register (.gov)

Show all

Parachute Due
Annual of 2023
Do - 800 to 1000
Top. Engine
16,000
NEW Rods
2- Q3X! New-X Prod.
1- 750 New 500 H/P.
1- 650 New PAV
80 to 100 Thru

- Check for proper sealing and attachment points. ⌘
- Ensure the parachute canopy is fully deployed within the container. ⌘

Launch Tube:

- Look for any dents, cracks, or obstructions within the launch tube. ⌘
- Verify the tube is properly secured to the aircraft structure. ⌘

Rocket Motor Assembly:

- Check the rocket motor for any visible damage or signs of corrosion. ⌘
- Ensure the nozzle is clear and free of debris. ⌘
- Verify the correct propellant level and expiration date (if applicable). ⌘

Important considerations:

Consult the BRS Manual:

Always refer to the specific BRS installation manual for your Cessna 182 for detailed inspection procedures, torque specifications, and component identification. ⌘

Periodic Inspections:

Follow the recommended inspection schedule as outlined in the BRS manual, typically including pre-flight checks and annual maintenance inspections. ⌘

Qualified Technician:

INVOICE 2022

MAX ALLEN
AIRCRAFT AVIATION SERVICES.

JEFFERSON, GA

Date: September 1, 2022
INVOICE # N 725AS

To: DR. LIONEL MEADOWS
CLARKESVILLE, GA

N 725AS	C-182	HOBBS: 1570.29	TOTAL TIME: 3,265.29	SERIAL #1826640	ELT DATE 9-2026
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HRS / QTY	Description	Unit Price	Line Total
1	ONE CASE OF PHILLIPS 20W/50	\$95.00	\$95.00
1	CH48108-1 OIL FILTER	\$38.95	\$38.95
1	D9-18-1 GYRO FILTER	\$36.55	\$36.55
1	B3-5-1 FOAM FILTER	\$3.95	\$3.95
1	ONE PINT CAM GUARD	\$29.95	\$29.95
1	BA-8301BRACKET AIR FILTER	\$24.55	\$24.55
2	J-7444-24 COWLING LORD MOUNTS	\$49.55	\$99.10
1	E-04 ELT BATTERY DUE DATE 9-2026	\$288.75	\$288.75
	MISC SHOP SUPPLIES		\$35.00
	BASE ANNUAL INSPECTION C-182 (\$2,150.00)		
TOTAL PARTS			\$651.80
SALES TAX			\$45.62
SHIPPING			\$25.00
LABOR			\$2,150.00
Total			\$2,872.42