

Inspector Statement for N3304R Accident in Telford, TN

On June 8th, 2024, at approximately 1058 local time, N3304R, a Cessna 182 serial number 18258604, while attempting to land at 97TN airport, attempted to perform a missed approach that eventually stalled the aircraft and crashed into a wooded area approximately ¼ mile from the airstrip. Two persons on board were severely injured. The pilot was transported via air evacuation services and the passenger was transported via ambulance.

On June 10th, 2024, at 1230, Inspector Ian Mullins arrived on scene to investigate the aircraft and scene of the accident. The property owners that the aircraft was located on, Mr. Doug Lowman and Mrs. Deborah Lowman were present upon arrival. Atlanta Aircraft recovery services arrived at approximately 1700 to begin recovery efforts. Due to damage to the aircraft, several items were not able to be verified such as Tach Time, Fuel Selector valve, Hobbs's meter, airworthiness certificate, aircraft registration and weight and balance. Pilots Logbooks were recovered from the aircraft.

Mr. Bradley Tweed [REDACTED] was identified as the pilot in command during the accident. Mrs. Nikki Tweed, his spouse, was identified as the passenger.

On June 11th, 2024, due to the severity of their injuries, Inspector Mullins traveled to Johnson City Medical Center to conduct interviews. PBR was issued to Mr. Tweed prior to interview. The following notes were taken by Inspector Mullins:

Mr. and Mrs. Tweed both exhibited memory loss due to head injuries. Neither of them remembered if the aircraft touched down during the approach. Mr. Tweed stated he remembered seeing a hangar and turning right to avoid it and then continually turning right until he saw trees and had no other memory until being recovered from the aircraft.

Due to the aircraft logbooks being in Mr. Tweeds safe at home, and only being unlocked via fingerprint, it was determined that [REDACTED] the last two years of annual entries from the IA for review would suffice. These maintenance records were reviewed with no issues noted. Mr. Tweeds pilot's logbooks were provided to his mother after the interview concluded.

On June 12th, 2024, a video of the accident was provided to the NTSB from an anonymous person that attended the event. The NTSB provided this video to Inspector Mullins for review. [REDACTED]

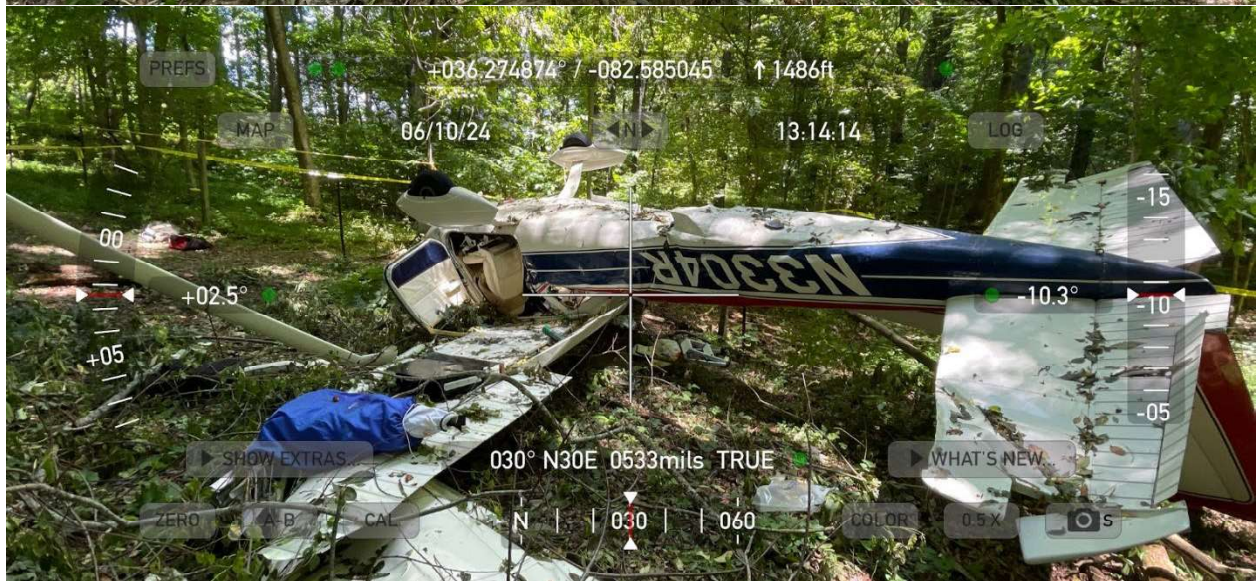
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Aircraft Data Plate



Resting location

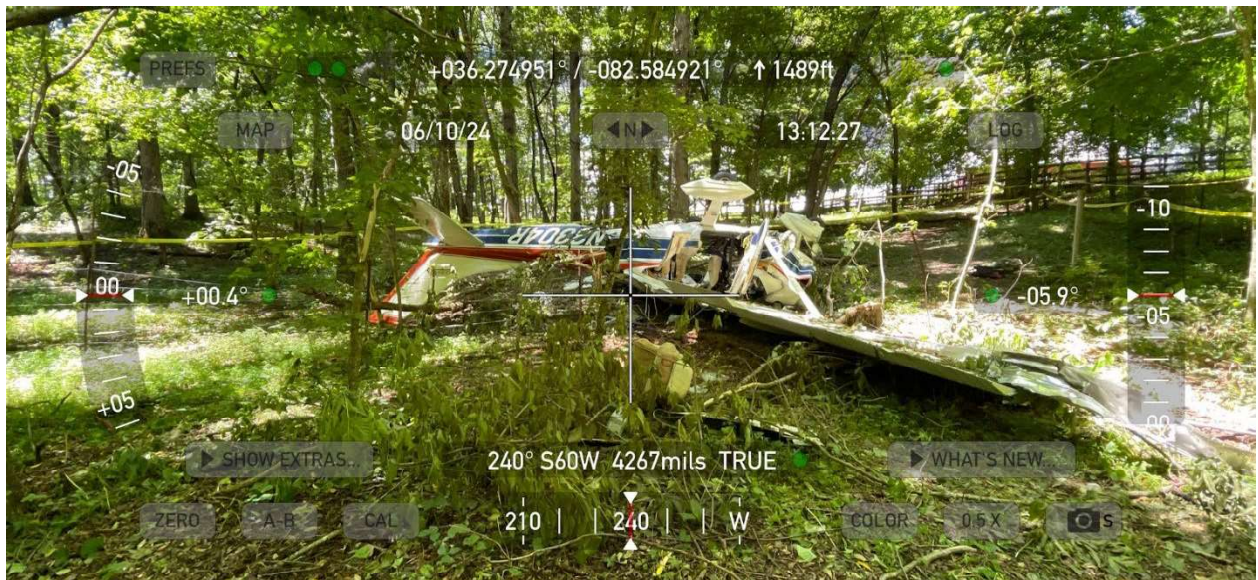














PRESS

+036.274915° / -082.584958° ↑ 1476ft

MAP

06/10/24

← N →

13:12:45

LOG

00

+01.2°

-01.7°

05

00

+05

▶ SHOW EXTRAS

284° N76W 5049mils TRUE

▶ WHAT'S NEW...

ZERO

A-B

CAL

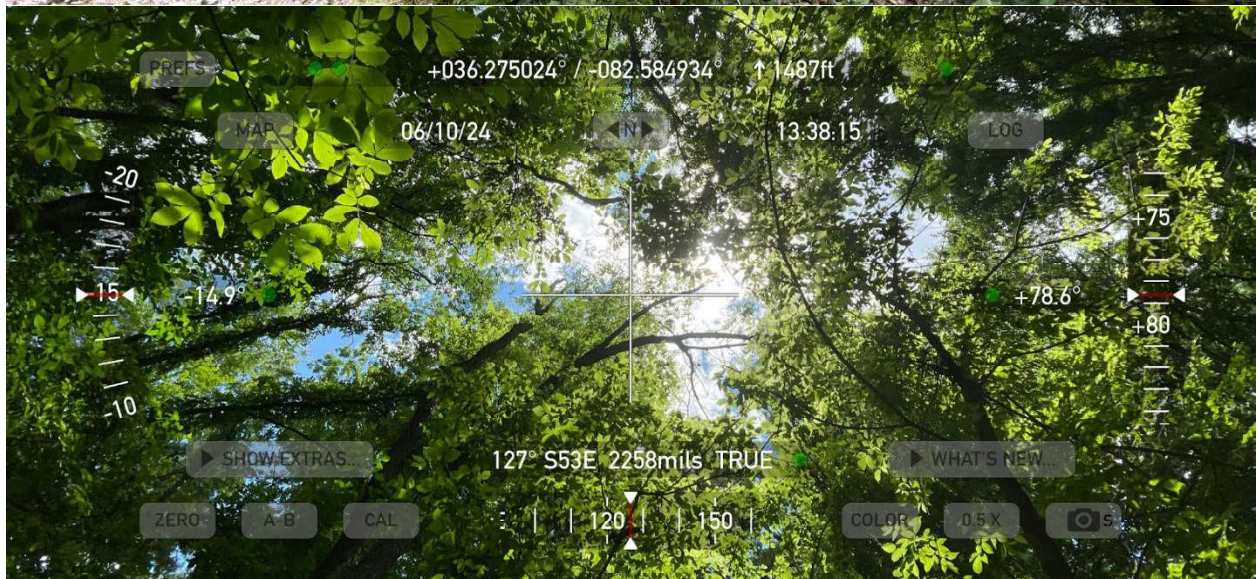
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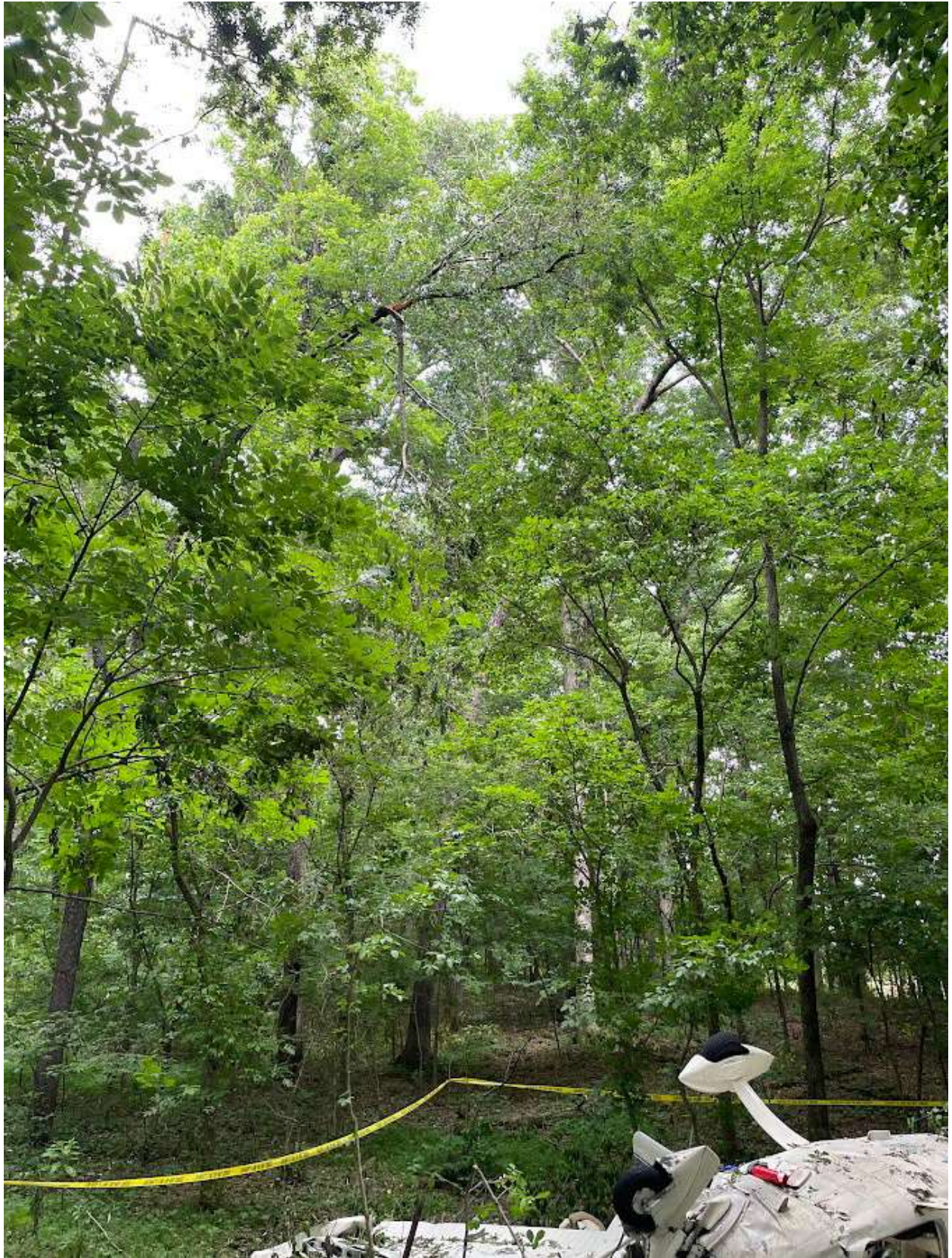
300

COLOR

0.5X

📷 S





Propellor



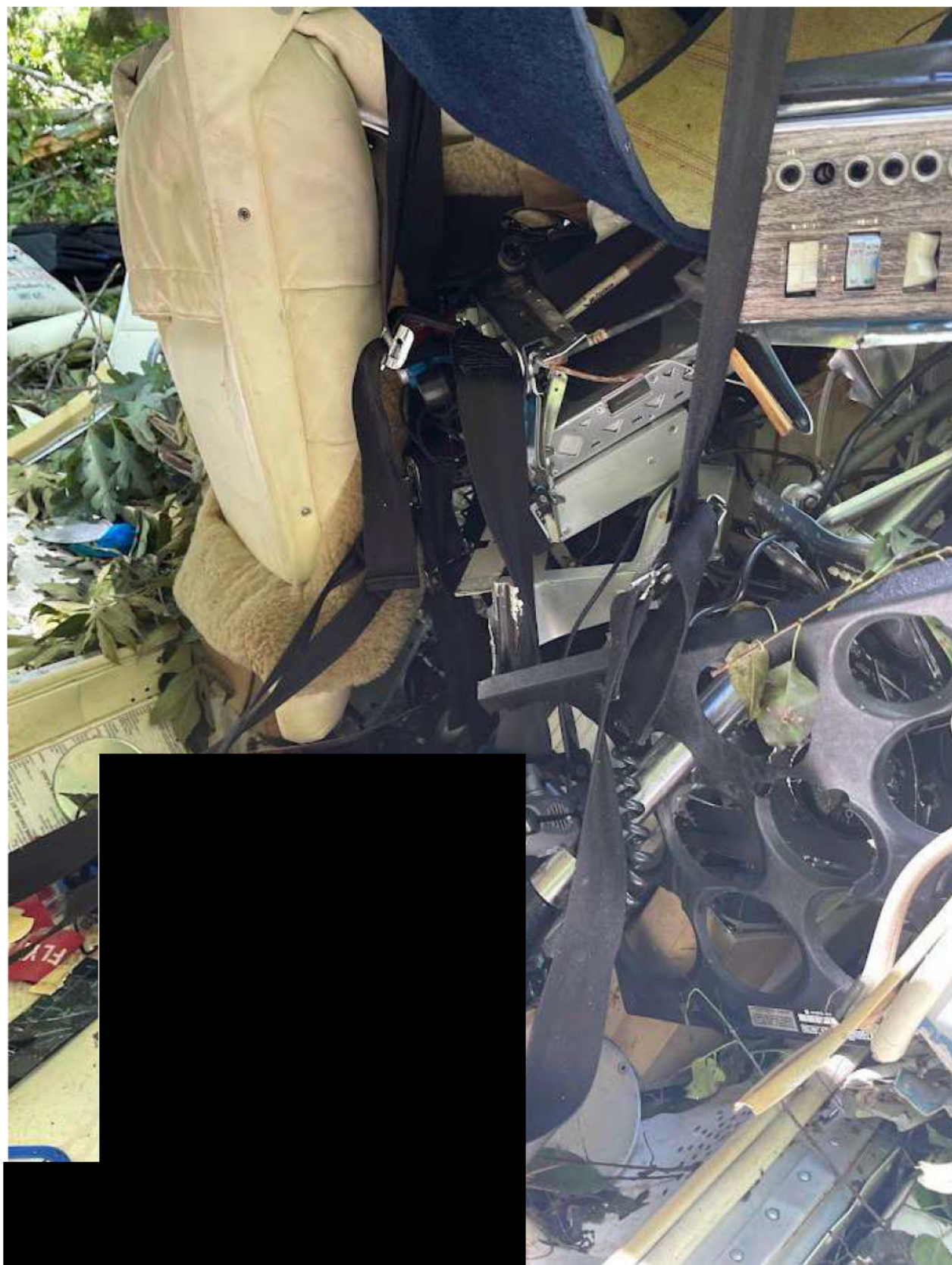
RH side Prop in dirt prior to recovery











Date: February 14, 2023

Tach: 4165

Aircraft total time: 4165

Aircraft inspected in accordance with an annual inspection checklist using Cessna 182 Maintenance Manual section 2-13 thru 2-19 as a guide.

- Aircraft lubricated throughout as per Maintenance Manual section 2-7 thru 2-11 and also to include wheel bearings.
- Installed 8 new Nulite Instruments part number LW3034 LED Bezel lighting in Airspeed, Altimeter, Vertical Speed, Directional gyro, Turn Coordinator, Manifold Pressure and RPM positions. Power to units supplied by existing lighting wiring and circuit breaker. No change in weight and balance.
- Serviced nose strut with nitrogen. Serviced brake reservoirs with 5606.
- Complied with AD 72-03-03 R3 by visual inspection and lubrication of flap jack screw as per SE72-2. Next service and inspection due: 100 hours or next annual.
- Complied with AD 76-07-12 by confirming grounding operation of ignition switch. Next check due: 100 hours.
- Complied with AD 84-10-01 R1 by visual inspection of fuel caps per part (c)(3)(vi). No leaks noted. Next inspection due: Next annual.
- Complied with AD 11-10-09 by visual inspection and measurement of affected crew seat components. No defects noted. Next inspection due: 100 hours or next annual.
- AD 20-18-01 Compliance due 5115 hours total time or year 2024.
- ELT inspected in accordance with CFR14 91.207(d) and installation/operation found to be satisfactory. Battery replacement due: July 2027.
- See AD Compliance Report dated 11-4-2021 for more information pertinent to AD compliance.
- Aircraft then test flown for return to operation.

I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mark Finley AP

Date: February 14, 2023

Tach: 4165

Engine time since overhaul: 731

Engine inspected in accordance with an annual inspection checklist using CFR14 43 Appendix D as a guide.

- Oil drained, filter removed then cut open and no excess metal noted. Serviced engine with 9 quarts Phillips 20w50. Installed new oil filter part number 48110-2. Lubricated engine controls.
- Cylinder leak check performed and results are as follows: #1: 20/80 #2: 72/80 #3: 72/80 #4: 74/80 #5: 72/80 #6: 78/80. Number one cylinder removed due to intake valve distress. Cylinder shipped to Gibson Aviation for overhaul (see 8130 form and invoice dated Feb 3, 2023). Cylinder reinstalled to engine using torque sequence and torque values per Continental SB96-7revC. Cylinder installation includes serviceable piston part number 654833 and new piston pin part number 539467. New piston ring end gaps set per Superior Document # L05-09.
- Spark plugs cleaned, gapped, then rotated. Magneto to engine sync confirmed.
- Exhaust reinstalled using new gaskets.
- Installed new intake filter part number BA-8103.
- Complied with AD 96-12-22 by confirming nut torque of 55ft/lbs. Nut safetied. Next torque check due: anytime filter is removed or 100 hours.
- Engine test run and all parameters found to be satisfactory and no leaks noted.

I certify this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mark Finley AP

Date: February 14, 2023

Tach: 4165

Propeller time since overhaul: 314

Propeller inspected in accordance with an annual inspection checklist using CFR14 43 Appendix D.

- No nicks to be dressed.
- No cracks noted in bulkhead assemblies.
- Engine test run and propeller operation found to be satisfactory and no leaks noted.

I certify this propeller has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mark Finley AP

Annual Inspection 2024

Date: March 13,2024	Tach: 4252	Aircraft total time: 4252
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Aircraft inspected in accordance with an annual inspection checklist using Cessna 182 Maintenance Manual section 2-13 thru 2-19 as a guide.

- Aircraft lubricated throughout as per Maintenance Manual section 2-7 thru 2-11 and also to include wheel bearings.
- Installed shim to outside of aileron rod ends to eliminate excess slop. Installed new aileron pushrod attach hardware consisting of x1 AN3-7 bolt at aileron interface and x1 AN3-6 bolt at bell crank attach along with AN203-1032 stop nuts. Adjusted flap up stop micro switch landing due to flap motor continuing to run after flaps are at top of travel.
- Installed 2 new Air Trac 600x6 main gear tires and tubes. Installed 1 new Air Trac 500x5 nose gear tire and tube. Installed 4 new Rapco brake linings part number 056-10500. Tightened nose gear scissor joint hardware.
- Serviced nose strut with nitrogen. Serviced brake reservoirs with 5006.
- Complied with AD 72-03-03 R3 by visual inspection and lubrication of flap jack screw as per SE72-2. Next service and inspection due: 100 hours or next annual.
- Complied with AD 72-07-09 by confirming bolt security per SE72-3. No looseness noted. Next inspection due: 100 hours. Dye penetrant inspection due: 4492 total time.
- Complied with AD 78-07-12 by confirming grounding operation of ignition switch. Next check due: 100 hours.
- Complied with AD 84-10-01 R1 by visual inspection of fuel caps per part (c)(3)(vi). No leaks noted. Next inspection due: Next annual.
- Complied with AD 11-19-09 by visual inspection and measurement of affected crew seat components. No defects noted. Next inspection due: 100 hours or next annual.
- Complied with AD 20-18-01 by visual and borescope inspection per para (g)(1)(i) and per SE895-19. No cracks noted. Next inspection due: 1000 hours or year 2027.
- ELT inspected in accordance with CFR14 91.207(e) and installation/operation found to be satisfactory. Battery replacement due: July 2027.
- See AD Compliance Report dated March 13,2024 for more information pertinent to AD compliance.
- Aircraft then test flown for return to operation.

I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mark Finley A [redacted]

Date: March 13,2024	Tach: 4252	Engine time since overhaul: 818
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Engine inspected in accordance with an annual inspection checklist using CFR14 43 Appendix D as a guide.

- Oil drained,filter removed then cut open and no excess metal noted. Serviced engine with 9 quarts Phillips 20w50. Installed new oil filter part number 48110-2. Lubricated engine controls. Cleaned gascolator screen.
- Cylinder leak check performed and results are as follows: 41: 70/80 42: 70/80 43: 70/80 44: 72/80 45: 72/80 46: 78/80. Cylinder borescope inspection performed and no defects noted.
- Muffler removed due to cracks noted in end cap flange. Installed new AWI muffler part number A2750161-28 or Cessna Part number 0750161-28 or -89(see 8130 form dated 12/12/2023).
- Installed new alternator drive belt part number FS3310 S2416-1-31.0.
- Installed new REIFF Hotband Cylinder and Hotting Oil Sump Heater with thermostat. Installation performed in accordance with REIFF installation document number CH 2018-06 and HS 2022-04.doc.
- Spark plugs cleaned, gapped,then rotated. Magneto to engine sync confirmed.
- Installed new induction air intake filter part number BA-8103.
- Complied with AD 95-12-22 by confirming attach nut inspection putty is intact. Putty found to be intact. Next inspection due: anytime filter is removed or 100 hours.
- AD's researched See AD Compliance Report dated 03-12-2024.
- Engine test run and all parameters found to be satisfactory and no leaks noted.

I certify this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mark Finley AP [redacted]

Date: March 13,2024	Tach: 4252	Propeller time since overhaul: 401
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Propeller inspected in accordance with an annual inspection checklist using CFR14 43 Appendix D.

- No nicks to be dressed.
- No cracks noted in bulkhead assemblies.
- Added 1 shim to spinner front bulkhead assembly for tighter fitment.
- Engine test run and propeller operation found to be satisfactory and no leaks noted.

I certify this propeller has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mark Finley AP [redacted]

Oil change due: 4302

Satellite View of Accident Site



-----End-----

**Robert I.
Mullins**

 Digitally signed by Robert I.
Mullins
Date: 2024.06.13 12:13:17
-05'00'

Aviation Safety Inspector

AFG200-CE19