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OAS- Western Pacific Region

Date: 2/10/2026

Subject: WPR26LA102, Record of conversation with the pilot

Contact: [REDACTED], Pilot P: [REDACTED], E: [REDACTED]

The pilot stated that the purpose of his flight was solo training, practicing from the right seat. He had flown the day before in a different aircraft. He rented a Cessna 172 (N4464R) from the T-Craft Aero Club.

- Fueled the aircraft with 20 gallons of avgas.
- Adjusted the right seat all the way forward, released the locking lever, and felt it catch.
- He wiggled and rocked the seat to ensure it was locked, and it felt solid.
- He then taxied out to the runway and held for other aircraft.
- During takeoff, he applied full throttle and had good acceleration.
- He began to rotate the aircraft for takeoff aggressively in a short-field style takeoff.
- At the moment, the seat gave way and slid back to its full aft position.
- The plane then bounced, but had only become airborne by a small amount, maybe even inches.
- The plane veered left and veered off the runway.

- While in the grass, he grabbed the instrument panel and pulled himself forward.
- He reached for the throttle but couldn't find it. And continued accelerating at full power across the grass.
- He then was able to touch the rudder pedals, but not enough to gain directional control.
- He then was able to apply the brakes and skidded with the brakes applied across the ramp approximately 50ft before hitting a hangar nose-first.
- The pilot stated that he always checks that the seat is locked by pushing back on it.
- On the accident flight, he had the seat adjusted all the way forward to the forward stop.
- An FAA FSDO inspector inspected the seat rails and seat stops and found that when the seat is fully forward against the forward stops, the locking pins are only partially engaged. Thereby, it is not actually locked in position on the rails.
- The pilot described the maintenance of the aircraft from the flying club as good.
- He stated there were no mechanical anomalies that would have precluded the normal operation of the aircraft before the accident.