

Lindberg Joshua

From: [REDACTED]
Sent: Wednesday, November 29, 2017 2:28 PM
To: Lindberg Joshua
Subject: FW: Pietenpol - N502R



Vic Liberatore
Principal Maintenance Inspector
DuPage Flight Standards /GL03
[REDACTED]

From: Ethan Malavolti [mailto:[REDACTED]]
Sent: Wednesday, November 29, 2017 2:15 PM
To: Liberatore, Victor C (FAA) [REDACTED]
Subject: Re: Pietenpol - N502R

Vic,

Below is a detailed description of what happened and what led up to the incident.

First off, I was hired to deliver this aircraft to its new owner. The seller warned me prior to the flight that the brakes were sensitive and the right brake was a little "mushy," but still effective. I had a chance to taxi the aircraft around for a good while and get a feel for where to position my feet for safe operation and the brakes works fairly normal in my opinion. I had no issue during taxi, run-up, or take-off. Prior to my flight that morning my plan was to make it back to my home airport (KHUF) with fuel stops in between. My original first destination was Morris-Washburn (C09) and Delkalb Taylor (KDKB) was my fly over point to avoid the Class B airspace. I was getting cold, being that it is an open cockpit aircraft, and decided to take a break. I had reviewed the weather for the whole route including DKB and decided to set down to get some fuel and warm up for the next leg.

Upon my arrival to DKB, I was not equip with a radio so I scanned thoroughly for traffic and entered the left downwind for Runway 2 because of my knowledge of the winds during my preflight. I reviewed the windsock to back up my previous preflight weather which was about 3-4 knots around 350-360 degrees. I executed a standard traffic pattern and descended for the runway. The detail oriented person that I am and especially flying an unfamiliar aircraft, I heeded warning to the sellers comments about the brakes and made sure to place my feet in the appropriate place to execute a successful landing. I would not have proceeded with the landing if I had any doubts about my foot placement. I executed a 3-point landing and the power was at idle for landing. It was a very smooth touch down and continued straight for about 300-400 feet. I held the stick back and all of the

sudden the aircraft started veering to the left about 30 degrees from the center line of the runway. I was applying right rudder and was not getting any response. I was about 10 feet from the edge of the runway when it finally responded to my right rudder input and the aircraft began going straight again. To reassure my point before, my feet were still on the pedals, not the brakes and by no means was I trying to get stopped by certain taxiway. The aircraft was under control the whole time and I was simply trying to put a control input to straighten the aircraft parallel to the center line of the runway. About 20-30 feet after the airplane started going back straight, it was as if someone slammed on the brakes on and before I could blink I was up on the nose and then upside down. During all of this I still had the stick full aft.

The first thought through my head once upside down was "I need to get out." I released the 4 point harness and crawled from the wreckage and stood my distance after noticing fuel dumping out of the header tank. My evacuation time was about 3-5 seconds.

I did notice after the airplane was placed in the hangar that the throttle was at full open. I left everything the way it was when the incident happened. The throttle, I believe went full, when the airplane stood up on its nose and my body weight and attachment of my arm caused it to go full forward just in case there was any questions about that.

Please let me know if you need any more details.

Best regards,

Ethan J. Malavolti, Owner
Malavolti Aviation Services
[REDACTED] Haute, IN 47802
ATP, CFI, CFII, MEI, DPE, Ferry Pilot
FAA Aircraft Dealer [REDACTED]
Indiana Aircraft Dealer [REDACTED]
[REDACTED]

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On Tue, Nov 28, 2017 at 12:14 PM, [REDACTED] wrote:

Ethan

Please provide a written statement as soon as possible regarding your incident with the above aircraft.

Call with any questions.