



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: May 21, 2018
Person Contacted: Bill Mitchell, Pilot
NTSB Accident Number: CEN18LA180 – Broomfield, Colorado

Narrative:

Mr. Mitchell reported that he was ferrying the airplane from Longmont to Jeffco for modification of the fuel injection system after a recent sale. He reviewed the aircraft documentation before the flight and the airplane was “legal to fly.” The pre-flight inspection and before takeoff run-up were normal. He specifically checked the brakes and detected no problems. He noted that the airplane has a free-castering nose wheel.

Mr. Mitchell stated that runway 12L was used for landing. The touchdown and initial ground roll was without incident. The airplane started drifting to the left and he applied right rudder to correct. He attempted to apply right brake pressure to further correct for the drift and maintain the runway centerline as the airplane was traveling about 50 knots. However, the right brake pedal “went to the floor;” there was “zero” right brake available. The airplane subsequently departed the left side of the runway, crossed the grass, and came to rest on the parallel taxiway. The nose and right main landing gears collapsed; the firewall was damaged.

----- End of entries -----

This note is in reference to the incident at KBJC in experimental N4EJ on the afternoon of 16 May, 2018. I was to ferry it from KLMO to KBJC for the repair station at KBJC to replace the "throttle body fuel injection" system with a conventional type fuel injection system.

The pre-flight inspection and extensive ground checks showed no malfunction tendencies in any way, so I made an uneventful take-off. Due to the fact that the aircraft had not been flown for an extended period of time I climbed well above KLMO for a brief time to ascertain that it was all ok for the brief trip. It flew just fine. The approach and landing at KBJC was non eventful with mild traffic. Early on after the touch down the aircraft wandered to the left. Right rudder didn't correct this so a touch of right brake and the right brake was absolutely "dead" clear to the extremity of the pedal. Due to the fact that the Glasair is a "free catering" nose gear we continued off the runway and through the median to the taxiway. The majority of the damage to the airplane was due to the somewhat deep ravine in the middle of the median.

Please don't hesitate to get back with me if there's any further questions.

1. Number of flight hours in Make/Model.(Glasair 125+)(ASEL TRI GEAR 4000+)
2. Number of flight hours in last 90 days. -45+
3. Number of flight hours in last year. -150+
4. Total flight hours. -14,000+
5. Date of last regulatory check ride. -11 18 2016
6. Have you attended a Safety Seminar/Clinic (date attended) -No
7. Have you attended a Wings Program -Yes, did not document