

From: Scott Arnold [REDACTED]
Sent: Friday, September 06, 2019 1:53 PM
To: Howell, William J (FAA) [REDACTED] Gregg Hovey [REDACTED]
Subject: Mitchell, SD

Gentlemen:

Was the airplane ever examined? Did the right wheel lock up and, if so, why?

From: Howell, William J (FAA) [REDACTED]
Sent: Tuesday, September 10, 2019 1:54 PM
To: Scott Arnold [REDACTED]
Subject: RE: Mitchell, SD

Mr. Scott:

The aircraft was an experimental amateur home build and with no injuries, my manager elected to NOT send me to the scene.

I had the mechanic at Wright Brothers Aviation in Mitchell SD take a quick look at the right brake after it was recovered to a hanger on the Mitchell field. The right gear leg, wheel and brake all had folded under the fuselage and the aircraft has been totaled by the insurance. However, the mechanic reported to me that the brake still actuated and released normally post-accident. This was dramatized by just hand spinning the wheel and actuating the brake. The right tire does not reflect any flat spots or skid indications on the tire tread itself as reported by the mechanic in Mitchell.

Pilots statement on page 10 of the NTSB 6120-1 indicates the aircraft "veered hard right" on touchdown. That is how I reported it.

William Howell
Aviation Safety Inspector
RAP- FSDO

From: Gregg Hovey [REDACTED]
Sent: Tuesday, September 10, 2019 4:29 PM
To: Scott Arnold [REDACTED]
Subject: RE: Mitchell, SD

Scott,

Regarding the landing in Mitchell, SD. I did not feel the right tire lock up. The plane immediately swerved right on touchdown and could not be turned back to the left. A ground loop was prevented but the plane ended up off the runway and hit the drainage berm. What is the cause? I believe it was a stuck

brake-not locked, just on and would not release. People have speculated that it was a failure somewhere in the gear leg attachment to the cage. I have spoken to many people about this and there are numerous explanations. Matco master cylinders are known to cause the brakes to depress when outside temperatures are hot, the brake pads were relatively new so very little travel, the plane had sat in wet grass for a week immediately before the flight, the gear setup was incorrect on installation which had just occurred 60 days previously, tire deformation. Lots of theories, I have no idea what caused it.

Gregg Hovey