



Monticello Aviation, Inc.
Regional Airport

Witness statement for incident involving N5244R 9-28-2022

On Wednesday Sept 28, 2022 I was working in the hanger midday at KMXO when I noticed a Cessna 172 N5244R parked/ setting in the infield grass to the right side of runway 33. I instructed one of my mechanics (Mr. Roy Carter) to take a tug vehicle out and see if he could be of assistance. Upon towing the aircraft back to ramp, severe damage was noted to the front of aircraft, mainly the propeller was bent and the nose gear and firewall areas were bent/ broken. I had a conversation with the pilot (Mr. Rick Sawyer) and inquired on what had happened. He mentioned that he thought the brakes were not effective/ not working and he veered into the grass infield in a attempt to slow down/ stop. I then entered the cockpit area of the aircraft and tried/ checked the operation of the brakes. Both brake pedals were solid and indicated that the brake cylinders were producing pressure. I then performed a quick visual of both brakes at the wheels and did not see any fluid leaks or any other indication of brake failure. I then had a conversation with the pilot that he needed to inform/ report to the FAA of the incident and he said that he would take care of it. I then went to the runway area and visually noted aircraft tracks leaving the end of runway 33 at approximately 800 feet or so towards the end of the runway and traveled into the infield. The aircraft was moving quickly as it then struck a drainage ditch with the nose gear and propeller , causing the damage, and then continued on for around 600 more feet or so before coming to a stop. It is my belief that the aircraft was travelling much faster than a normal 172 landing speed when it exited the runway, due to the extreme distance it travelled after striking the ditch. The aircraft was then put into a storage hanger until a repair determination could be made. When the repair estimate was made, it was determined that the aircraft was beyond economical repair . The aircraft was the picked up by Wentworth Aircraft (a aircraft salvage company). The aircraft was originally being delivered to KMXO for maintenance as it was due for an annual inspection. I noted in the logbook that the aircraft had flown less than 2 hrs since the last annual on 9-01-2021. I do not believe that there was any mechanical issues with the aircraft or the braking system when this incident happened. As a sidenote, I do know that the braking ability of a Cessna 172 can be affected by the parking brake if the aircraft had taken off with the parking brake engaged even slightly, although I cannot recall if the handle was pulled when I first looked in the aircraft .

Brian Ostwinkle A&P [REDACTED]

Chief Inspector CRS [REDACTED] Monticello Aviation, Inc.

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