



Imagery Date: 5/5/2014

© 2015 Google

34° 06' 15.36" N 84° 26' 54.37" W elev: 893 ft

© 2010 Google

Eye alt: 2833 ft

208 yards approx

Ricker, Mark C (FAA)

From: Chuck Maire <[REDACTED]>
Sent: Monday, March 23, 2015 11:22 AM
To: Ricker, Mark C (FAA)
Subject: report incident air acres

Hi Mark,

As per your request please find my information and report concerning incident in Piper Cherokee 235 N8003W.

Last yr 75

My total flying time is over 28,500 hours.

My time in PA-28 series is over 250 hours

In the last 90 days I have about 15 hours of which most is in the aircraft involved in the incident.

On March 21, 2015 I woke up around 0730 for a planned departure out of 5GA4 for D73 to tow gliders for the glider club I am a member of. I asked David Robinson, owner of the aircraft, to join me so he could see the glider operations and also to do some flying as I am teaching David to fly. I had a good nights sleep and upon arrival at Air Acres the weather was not suitable for VFR departure. We waited until 0930 for the ceilings to come up. We had a nice flight over and I ended up doing 3 tows in our club Pawnee before I took a break to eat, and as Safety Officer for the club I attended an airport commission safety meeting with the parachute jump school, airport commissioner and our officers to discuss our safety concerns and to coordinate our operations. I then flew another 4 tows before wrapping up around 1700 hours. David and I flew back to 5GA4 in the Cherokee. David flew most of the way until we approached Air Acres. I flew the pattern for a landing to the north which I prefer to do. As we were on final it seemed we had a slight tailwind. I chose to go around and come in from the north and land south. Checking the smoke in the area from small fires confirmed my idea about the tailwind on the previous approach. The south landing is more challenging as you have to come over a rise and drop in to the end of the runway. My approach speed was between 80-85 mph. I slipped down in order to flare at the north end of the runway and firmly landed in order to start breaking as soon as possible with the now no wind condition below the trees. As soon as I pulled the break handle I found there was no pressure on the brakes. The runway being only 2000 ft and we were using it up pretty fast I had to decide if a go around was possible at that point. My experience both in my Taylorcraft and in this Cherokee especially with the two of us and full fuel I did not want to risk flying into the trees or power lines at the south end of the field airborne and possibly end up in the water treatment plant. I continued to pump the brake handle as this aircraft has no toe brakes on either side. The more I pumped the more I could feel pressure starting to build. The brakes finally started to take hold around 300 ft from the end of the runway. My thoughts were to try and use the brush and bushes at the end to slow us down. We left the end of the runway at approx 25 mph. This embankment caused us to flip and come to rest halfway down the embankment. Cabin door came open on flipping and I was able to

easily exit and help David out. We were both unhurt and walked away to be sure there were no other issues. I then went in to turn off all the switches in the cockpit. The rest of the evening we used to get the plane back to the hangar. You were there for most of that event. The brakes were changed during the annual and have worked ok for all of our flying since then. I do not know why there seemed to be air in the line this time. We again checked the brake handle at the hangar and it again had little to no pressure unless it was pumped.

Thank you for your assistance in this matter. Your professionalism is very much appreciated. I will forward the date of my last flight review when I get back to the hangar. I left my logbook there.

Regards,

Charles (Chuck) F. Maire, JR.

[REDACTED]

Ricker, Mark C (FAA)

From: Chuck [REDACTED]
Sent: Monday, March 23, 2015 11:56 AM
To: Ricker, Mark C (FAA)
Subject: Flight review

Hi Mark,
My last flight review was 2/6/2014.
Thanks,
Chuck Maire
[REDACTED]

Sent from my iPhone
Chuck Maire