

Rayner Brian

From: Mike McClure [REDACTED]
Sent: Monday, March 14, 2016 1:48 PM
To: Rayner Brian
Subject: RE:
Attachments: Brake bleed PA-28-236 Main man.pdf; Brake reserv_63355_s.pdf

Brian,

I reviewed the statement from both the mechanic and FAA investigator in this case and read the preliminary report as well. There are a couple things that we need to review.

While the way in which the brakes were bled might not be exactly how is outlined in the manual the results appear to be the same. The brakes were checked adequately at the finish of the annual inspection and no problems were noted. The airplane was flown an additional 8.5 hours with the brakes operating normally and no anomalies noted after the annual. Normally any problem with the brakes would have shown up long before the accident.

The approach speed for the landing, 80-85 quoted by the pilot, was faster than recommended especially for a short (2000 ft) turf runway. The POH (I'll send you one when they get it scanned) recommends a final approach speed of 74 KIAS with flaps deployed. Also for the most effective braking the flaps need to be retracted immediately after touchdown. (The photo shows the flaps full down.) The lack of braking action upon touchdown was likely due to no weight being transferred to the landing gear and not a problem with the brakes.

The brake reservoir on this aircraft is open at the top to allow air to escape if there are any bubbles in the system. The fill line for the reservoir is well below the top of the container. Consequently when the plane was inverted the air which had been in the top of the reservoir was trapped and moved to the highest point in the system which were the brake calipers. Additional brake fluid would have continued to leak from the system, being replaced by air, until the aircraft was returned to the upright position. Because there is now air trapped in the system the brakes will not function normally until the air has been removed and the fluid replaced.

From: Rayner Brian [REDACTED]
Sent: Monday, March 14, 2016 11:00 AM
To: Mike McClure
Subject:

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