



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

August 19, 2015

Subject: Telephone Conversation with Pilot

Persons on Call: Mr. Steve Sharnett (pilot) and Shawn Etcher (self)

Time of Phone Call: 0955 EDT

During the telephone conversation Mr. Sharnett was asked if he had any injuries. He replied that he was uninjured.

Mr. Sharnett was asked to describe what happened on the day of the accident. He stated that the landing area is oriented in a west northwest direction. After he cleared the 100 foot-tall trees on the east (approach end) end of the landing area he made a 3-point landing as he had done on at least 8 previous landings while flying out of the landing strip. The airplane touched down in the turf portion of the runway that was about one-fourth the length of the paved portion. When on the paved portion of the runway he applied brake pressure. The brakes felt "normal" however, there was no stopping or feeling that the airplane was stopping. He released the brakes, held back pressure on the control stick, and reapplied the brakes. The brakes immediately "locked up" and the airplane "cartwheeled" or nosed-over coming to rest immediately. He exited the airplane and once he was away from the airplane and noted nothing burning he made a phone call.

Mr. Sharnett was asked why did he land to the west northwest. He stated that landing to the east was not an option as the approach end for that direction had trees and powerlines that he would have to cross. Since the runway was not really long it did not provide enough option to land and stop safely before encountering the trees and river off the other end.

Mr. Sharnett was asked why he did not conduct a balked landing after he felt there was no braking. He stated that a balked landing is not an option because the runway is too short and with the powerlines off the immediate end he would not have enough speed to become airborne and cross the powerlines prior to encountering them. He further stated that the landing strip's orientation and the powerlines off the other end a go-around was not an option.

-END-