



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 30, 2016
Person Contacted: Larry Enlow
NTSB Accident Number: ERA16LA213

Narrative:

FAA Inspector Larry Enlow was contacted by phone on June 20, 2016, at 1027 EDT. The phone number was not recorded.

He indicated that the accident occurred on June 10, 2016, at 1610 EDT. He indicated that the pilot is a captain for an airline, and his e-mail address is: [REDACTED] or [REDACTED]. He indicated that the airplane is based at X04. He indicated that following the accident, the airplane was moved into the pilot's hangar. He and FAA inspector Terry Jones first inspected the aircraft on June 13, 2016.

Following the accident, he interviewed the pilot who indicated that the airplane was just out of an annual inspection, and the purpose of the flight was a post maintenance test flight. He departed from X04, flew locally, and returned to X04 where he performed two touch-and-go landings followed by a full stop landing on runway 33. The pilot reported a normal touchdown point on the full stop landing, and rolled to the end of the runway where he started to apply the brakes. At that time he noted there was no left brake, and tried slowing the airplane with only the right brake, but the airplane pulled to the right. He secured both engines, and the airplane rolled off the right side of the runway up an embankment. The pilot also indicated that the flaps were retracted during the landing roll, and there were no issues with the brakes during taxi or before takeoff.

With respect to the history of the airplane, he indicated that prior to the accident flight had not been flown for approximately 2 years, and had been sitting.

With respect to damage, the fuselage was wrinkled, and the left horizontal stabilizer was damaged. He also noted there was no skid marks from either tire on the runway. He and FAA inspector Terry Jones thoroughly inspected the brake system and with respect to the left seat

brakes, he held them for two minutes and they felt good with no fade or leaks noted. He noticed that when checking the right seat brakes, which are mechanically linked to the left master cylinders, the right brake was not as good. A visual inspection of the brake pads revealed they were in good condition with no issues noted. The hydraulic level in both brake master cylinders were at a normal level, indicating both were properly serviced. He indicated they could not duplicate the left brake failure issue reported by the pilot.

With respect to the resting position of the airplane, he reported it was located at 28 degrees 42 minutes 43.92 seconds north latitude and 081 degrees 35 minutes 6.02 seconds west longitude.

The digest was reviewed with him during the call and he agreed to the content.



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Date: December 30, 2016
Person Contacted: Gregory Markland
NTSB Accident Number: ERA16LA213

Narrative:

Mr. Markland was contacted by phone on June 24, 2016, at 1305 EDT. He was called at his cellular phone number of [REDACTED] and left a voicemail message. He returned the call the same day at 1418 EDT.

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he was the general manager/owner of Central Florida Aviation, and provided an e-mail address of [REDACTED]. He indicated that he is not an airframe or powerplant mechanic, nor an IA. He has all the maintenance records for the accident airplane, and does have access to it.

With respect to the last annual inspection, it was signed off as being completed by airframe and powerplant (A&P) mechanic with inspection authorization (IA) Merrill Isaacson certificate number [REDACTED]. He indicated that they used a generic twin-engine checklist. He indicated there is a discrepancy list along with airworthiness directive (AD) list. He indicated that in advance of the annual inspection, engine run-ups were performed and good brake pedal pressure was noted. He also indicated there were no brake issues noted. During the annual inspection he took a video of the gear swing and in the video you can see the brake calipers hanging loose for checks. The brake pucks were good and the brake pads were checked and scuffed. Following the annual inspection, the airplane was removed from the hangar, started and taxied for engine run-ups; no issue with the brakes were noted at that time. He also noted that the brakes tested satisfactory during an engine run-up associated with the accident flight.

Postaccident, when the airplane was off the runway he checked the aircraft and did not notice any leaks associated with the brake system. The airplane was towed to his hangar and while there with the accident pilot in the airplane, the accident pilot checked the brakes and noted good brake pressure.

Postaccident testing of the aircraft brake system by the FAA on June 13, 2016, revealed a “sloppy” right brake on the copilot side. While assisting the FAA initially, he checked the master cylinder for both brakes and noted they were three-quarter full.

With respect to a follow-on examination of the brake system, he would charge \$150.00 to remove both master cylinders and inspect with FAA oversight.

The digest was reviewed with him during the call and he agreed with the content.