



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 11, 2017
Person Contacted: Fred King
NTSB Accident Number: ERA17LA290

Narrative:

FAA inspector Fred King sent NTSB an e-mail on September 11, 2017, at 1335 EDT. The e-mail address was [REDACTED] The verbatim digest below was cut and pasted from his narrative.

On September 7, 2017 at 10:00 a.m., Louis Edmonds IA, A & P, Private Pilot certificate # [REDACTED] of the Parlin Airport FBO (2B3), Newport New Hampshire 03773- 0478 and Myself. Portland Maine FSDO Maintenance Inspector, conducted a functional brake check inspection of the right brake assembly for Cessna 180 N1585C, S/N 30385. Louis Edmond raised the right side of the Cessna 180 approximately 3 inches of the hanger floor. Louis climb into the pilot side of the aircraft and stated that he was applying pressure to both the left and right brake pedals. Left brake pedal OK, right brake pedal went to the floor. With the right pedal depress all the to the floor I could turn/spin the right wheel freely, no residence. Louis then removed the plug from the right pedal master cylinder and inserted the wooden end of a ten inch swab into the master cylinder. When the swab was removed it showed no signs of brake fluid, it was dry. Visually inspected the cockpit area of the right brake pedal and could not identify by touch or smell any brake fluid. Louis Edmonds replaced the master cylinder plug. This ended my inspection of the right pedal brake.

The digest from his e-mail was placed into the NTSB Record of Conversation form.



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Date: December 29, 2017
Person Contacted: Mark Hamilton
NTSB Accident Number: ERA17LA290

Narrative:

Mr. Mark Hamilton was contacted by phone on September 20, 2017, at 1403 EDT. He was called at [REDACTED]

He indicated that the airplane's last annual inspection was performed in late May or early June 2017, and since then, there has been no work performed to the brakes.

He flew the airplane from Rutland-Southern Vermont Regional Airport (RUT), Rutland, Vermont, to Parlin Field Airport (2B3), Newport, New Hampshire, to have ADS-B installed, and reported no issues with the brakes.

With respect to the accident flight, there was no flight plan filed but he did check the weather. As part of his preflight inspection he checked the brakes and the ground and did not notice any fluid. After engine start he performed an engine run-up and reported the brakes held with no issues noted. He also reported no issues with the brakes during the initial part of the taxi, but did note that the brake pedals did not match up, but this had been that way for a while. After losing the right brake, he intentionally ground looped the airplane to avoid trees off the side of the runway.

Following the accident, the airplane was brought to a hangar.

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