

Hicks Ralph

From: Kemner Heidi
Sent: Monday, October 29, 2018 6:48 PM
To: Hicks Ralph
Subject: FW: statement concerning N8132X accident 10/28/18

Other Pilot's statement

From: Spencer Lynn
Sent: Sunday, October 28, 2018 8:31 PM
To: Kemner Heidi [REDACTED]
Subject: FW: statement concerning N8132X accident 10/28/18

Lynn Spencer

Air Safety Investigator
National Transportation Safety Board
[REDACTED]
Ashburn, VA 20147
[REDACTED]

From: NORMAN BURTNES <[REDACTED]>
Sent: Sunday, October 28, 2018 8:24 PM
To: [REDACTED]; Spencer Lynn <[REDACTED]>
Subject: statement concerning N8132X accident 10/28/18

Norman Burtness, statement concerning accident of N8132X (PA28-161) at Simsbury Airport (4B9)

Time statement completed 8:15 p.m. 10/28/18

On 10/28/2018, Gus Constantine and I agreed to fly together. He reserved the plane from Interstate Aviation at Robertson Airport (4B8) but both of us were going to do some flying, as we frequently do. At the airport, I did the interior inspection while he did the external inspection. Before I got in the plane, I asked Gus which seat he wanted to sit in, since I do not mind which seat I have. Since Gus is a CFII, he likes to sit in the right seat for his practice approaches, so he sat in the right seat, and I in the left seat. As part of our checklist, he inspected the brake cylinder reservoir. Although it is not on the checklist, I had several hundred hours in a PA28-151 and told Gus that I always checked that item as well, so he includes that as part of his pre-flight inspection.

We agreed that I would take the first part of the flight, and that he would file his IFR approaches after I did my flying. I noted the time was a few minutes after 3 when we had that discussion and we were ready to start the engine. After performing the engine run-up in the run-up area at the R20 (North) end of the runway with the parking brake set, I did notice that the brakes were a bit sluggish when using them to aid in turning the plane and mentioned that to Gus, but didn't think it too serious; the brakes were sufficient to stop the plane on the runway before applying full throttle for takeoff. I performed 3 touch and go landings at Robertson (4B8), without using the brakes. After .5 hours of flying, including some air work, I turned the plane over to Gus, and he contacted Bradley approach to activate his flight plan. When Gus was flying, we did instrument approaches into BAF, CEF and BDL. I was the safety pilot.

After the approach into BDL (ILS24) we continued on to Simsbury airport. Gus did a normal landing on R21 after a crosswind traffic pattern entry at about 1000ft. We touched down at a slow speed about 1/3rd the way down the runway. I wondered whether Gus would do a touch and go as he frequently does, or come to a full stop. I thought it the right decision to come to a full stop, but then the plane did not slow down. I did not think about trying the parking brake, so that was not applied. I suggested that he veer off the runway (in an effort to slow down on the grass and avoid crashing through the fence at the end of the runway. I thought the plane might turn enough and slow to a stop on the grass on the right (West) side of the runway and we would avoid any damage to the plane). The plane did not turn quickly, or he did not apply sufficient right foot pressure, because the plane did not turn enough to avoid going into a ditch. I do not believe that I attempted to apply brake pressure during the landing, as Gus is the more experienced pilot and was in command of the plane; my feet were not on the pedals during the landing. The halting was abrupt, but we did not get injured in the process. Immediately upon coming to a stop, I turned the master switch off and took out the ignition keys. I noticed that there was no fire, but a trace amount of smoke coming from the engine, so I was concerned about a fire. We waited in the plane a minute or a few minutes before exiting.

The approximate time of the accident was 4:45 p.m.

After a few minutes, two men at the airport who witnessed the landing noticed we did not taxi back and came to investigate.

Norman Burtness

[REDACTED]

[REDACTED]

[REDACTED]