



December 28th, 2018

National Transportation Safety Board
Attn: Tim Monville
45065 Blas Park Dr
Ashburn, VA 20147

Work Phone: (202) 314-6197
Fax: (202) 558-4265

Dear Sir,

After being informed of an incident with my Cessna 172L which I use for flight instruction and rental, I flew to the Grand Strand Airport in N. Myrtle Beach, SC (KCRE) to assess the damage and pick up my customer.

Upon arrival, I was informed that the runway would be closing in thirty minutes as the taxi way was being used as the runway while the runway was being refurbished.

I was told that a gust of wind had caused the pilot to veer left toward a parked airplane and when he applied the right brake to turn back, it was inoperative and he struck the other aircraft.

In an effort to return my aircraft to service as soon as possible, I took some photos, removed the right brake and took it home for inspection and repair.

When removing the brake, no fluid drained from the line, however there was no fluid or very little fluid on the ground either under the brake or along it's path (photos attached). When I removed the linings, one was worn but within limits and the other was worn to the limit. Before removing the piston from the cylinder assy, I noted fluid on the outside of the cylinder indicating that the o-ring had deteriorated and allowed fluid to seep out of the cylinder assy.

After rebuilding the brake assy, I returned to KCRE on Sunday, 11/25/18 to begin repairs. After a more thorough inspection of the damage, I determined that it was more extensive than previously thought so I reinstalled the brake assy for salvage purposes but did not service the system.

Regards,
Kirk Barrett
Carolina Aviation of Aiken
A&P/IA Cert. # [REDACTED]