

[illegible]



Shawn Miller [REDACTED]

aircraft accident N6344E

Shawn Miller [REDACTED]

Mon, May 17, 2021 at 10:37 AM

To: "Kachinski, Angela (FAA)" [REDACTED]

Below is my statement to the best of my knowledge.

I came in for a landing at QA4 and touched down approximately 1/3 of the way down the runway. After touchdown, I removed carb heat and flaps. Then I applied both brakes, but only the right brake engaged. The aircraft began veering to the right. I tried the left brake again, but it did nothing so I released the brakes and elected to initiate a go around. However, I was not able to gain enough altitude to clear a tree at the end of the runway. The aircraft impacted the tree with the right wing and eventually came to rest in an inverted position. Fortunately, I was able to exit the aircraft unharmed.

[Quoted text hidden]



5-17-21



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: May 17, 2021
Subject: Information Provided by Gary Barnes
NTSB Accident Number: ERA21LA214

According to Mr. Barnes, on May 11, 2021, he assisted the A&P-IA with the annual inspection of N6344E, and everything was inspected per regulations, especially fuel & brakes.

The airplane was then taxied to the runway for a high-speed taxi to make sure all mechanical components were working.

On May 12, 2021, the cowling was installed, and the airplane was taken to the flight line.

Mr. Shawn Miller a student pilot, then rented the plane for a flight, and on the day of the accident, Mr. Barnes first saw the plane on downwind leg of runway 22 at 0A4.

Mr. Barnes did not know the exact windspeed, but it was favoring runway 4.

He was on his back deck watching Mr. Miller land. He could not see where Mr. Miller touched down on the runway, but first saw the airplane when it was about 500 to 600 feet from the end of the runway. The airplane was a little fast, but with about 300 feet of runway left, He heard the engine go to full throttle, and his heart just dropped. He started running to his mother's house where the airplane came to rest.

When he arrived at the crash site, Mr. Miller was climbing out of the airplane. He asked Mr. Miller what happened, and he told him the left brake went out. Mr. Barnes then walked over to see if his mother & stepfather were ok, and they both said yes. Mr. Barnes then walked down the driveway and looked at the windsock, and it was about halfway extended, favoring runway 4. He asked Mr. Miller why he did that, and his reply was he was taught when in doubt to go around. Mr. Barnes then told him that "Shawn you have to have somewhere to go when going around."

When the airplane was examined by Inspector Angela Kachinski from the Federal Aviation Administration, both right and left brakes were checked. This was witnessed by Mr. Barnes, and

by Mr. Miller.

ERA21LA214

N6344E

SN: 46444

1959 Cessna 172

Owner: Richard W. Cantley

Pilot: Shawn Michael Miller

Accident date: 05/12/2021

I arrived at the scene of the aircraft accident on 705 Clairmont Rd., Johnson City, TN at approximately 1030L on Thursday, May 13, 2021.

I met with Barbara Barnes the owner of the property where the aircraft came to rest. The property is located directly across the road from the end of runway 22 at Johnson City Airport (0A4).

Mrs. Barnes then called her son, Gary Barnes, a private pilot and neighbor, to explain the scenario of events. Mr. Barnes stated that he had worked with the IA who had signed off the annual inspection the day prior and that they had taxied the aircraft and ran it with no brake issues. He arrived at the scene to help the pilot, Shawn Miller, but Mr. Miller had already evacuated the aircraft. Mr. Barnes kept other witnesses away from the aircraft until first responders could secure it.

Mr. Shawn Miller, the pilot, joined us at the site shortly after I arrived, and we performed a review of his logbooks, as well as the maintenance records for the aircraft. Mr. Miller is a student pilot with a total of 40.2 hours. Mr. Miller stated all of those hours were in N6344E. The engine annual inspection had been signed off May 11, 2021, and the airframe completed May 12, 2021.

Mr. Miller stated that he had done four touch and go's and this was his fifth time landing on the runway. He said that he applied the brakes and the aircraft started to veer right, he released the brakes, and seconds later tried again with no left brake. At that point, he felt he could perform a go-around. He realized after the accident that he did not have enough runway left for that to be successful.

From the exterior of the aircraft there did not appear to be any brake abnormalities. I entered the cabin to further inspect and perform an operational check of the brakes. Both Mr. Miller and Mr. Barnes were present as this was accomplished. I actuated each brake pedal from both pilot and co-pilot positions. It was confirmed by both men that the brakes performed, and each wheel was stopped upon actuation. I found no evidence in the cabin that anything would have obstructed the use of brakes at that time.

Mr. Miller stated that his right wing hit the tree at the beginning of the driveway to the property. He then said his left wing struck the rear of a truck parked near the garage and then the aircraft came to rest inverted behind the garage. There is evidence the aircraft did have contact with the front right corner of the garage.

Dillion Peters works at the building that was at one time the airport FBO. Mr. Peters said he saw the aircraft land, and in his opinion was short. He said he did not hear the engines at full power again until just before the aircraft was at the last taxiway. Mr. Peters was sure he saw the tail drag on the runway as Mr. Miller was attempting to get altitude.

Upon further inspection of the aircraft, it was found that the bottom of the tail had definite scoring that indicated it had possibly encountered asphalt on the runway. An inspection of the runway also proved to show similar indications of the tail making contact near the very end and far right of the runway. There were also indications of contact at the start of the driveway on the property near the tree that was hit by the right wing.

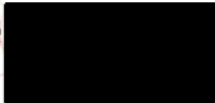
No other malfunctions were reported by the pilot.

Aircraft came to a final stop at approximately 36°21'33.60N 82°18'46.21W

Weather: 55°F, winds 220 at 7 knots, visibility 10 miles.

Angela Kachinski
Aviation Safety Inspector
Nashville FSDO

Angela Marie
Kachinski





MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: June 3, 2021
Subject: Summary of Interview with Shawn Miller (Student Pilot)
NTSB Accident Number: ERA21LA214

According to Mr. Miller, when he came into land, he was a little fast, had a slight tailwind, and landed long (about 1,000 feet down the runway). He cleaned up the airplane (brought the wing flaps up) and then applied the brakes. The right brake was fine but, the left brake just "flopped" and there was no resistance and the airplane veered to the right side of the runway.

He had now used up about 2/3rds of the runway and went to go around. There was a tree ahead of him and he banked hard to the left to try and avoid it. He then hit the tree with the right wing.

Later after looking at where he was when the airplane began to veer, he thought he might have been able to just let the airplane run off to the right side.

Mr. Miller recalled that about a month before the accident, his flight instructor told him that the left brake was "not working quite right" and to "watch it". Mr. Miller believed that the brake had been fixed shortly thereafter.

Mr. Miller advised that the airplane had come out of an annual inspection the day before the accident, and he believed that he was the first person to fly the airplane since that inspection had been completed.

Mr. Miller also advised that he was present post-accident when the FAA checked the brakes, and both the left and right wheel brakes when applied, stopped both main wheels from spinning.

Mr. Miller also stated that this was the first airplane he had ever flown, and that he had never flown another airplane prior to the accident.

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MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: June 8, 2021
Subject: Interview with Calvin Gregg (Mechanic with FAA Inspection Authorization)
NTSB Accident Number: ERA21LA214

Mr. Gregg was interviewed over the telephone.

According to Mr. Gregg, He performed the annual inspection of N6344E in accordance with the applicable regulations.

The inspection was completed on May 11, 2021, the day before the accident.

Mr. Gregg stated that during the inspection, he checked the brake fluid levels, brake pads, and rotors, and found all to be acceptable.

He did a runup and the brakes held at full power.

He also did both a normal taxi and a high-speed taxi.

During the high-speed taxi, he got the airplane up to the point where it broke ground, and then pulled the power back. During the brake application, the brakes functioned normally.