

Roy G. Taylor, Ph.D.

[REDACTED]
Wake Forest, NC 27587

Mr. David Laycock
Aviation Safety Inspector
Federal Aviation Administration

[REDACTED]
Charlotte, NC 28273

March 20, 2023

Dear Mr. Laycock,

On March 19, 2023, I conducted a VFR cross-country flight to build hours toward my instrument rating. One leg of the flight was from Martinsville, VA to Sanford, NC. I used flight following until I was about 15 NM away from my destination. I then listened to the AWOS to obtain weather and altimeter information. I next monitored CTAF and learned other aircraft were using Runway 3. At 10 NM, I announced my position and intentions to land with a full stop.

I arrived at Raleigh Executive Airport (KTTA) at approximately 4:18 pm and entered the pattern from the North West. I turned from base to final and lined up with the runway.

After touching down, the airplane unexpectedly veered to the left. I applied full right rudder to stay on the runway. However, the plane continued toward the left side of the runway. I approached the A2 taxiway and tried to increase the turn to remain on the asphalt, but the aircraft ran off into the grass due to the speed. I continued to brake, but the ground was marshy. The airplane continued across the ground until the propeller and left wing tip impacted the earthen bank.

Respectfully,

[REDACTED]
[REDACTED]

Roy G. Taylor, Ph.D.

April 19, 2023

[REDACTED]
Wake Forest, NC 27587

Mr. David C. Laycock
Greensboro Flight Standards District Office
[REDACTED]
Greensboro, NC 27409

RE: 709-FY23-006

Dear Mr. Laycock,

I am amending my initial statement on the cause of the accident involving N565TF that occurred on March 19, 2023. I request that this document and Piper Service Letter #1318A be included in all your reports.

In my statement of March 20, 2023, I wrote:

“After touching down, the airplane unexpectedly veered to the left. I applied full right rudder to stay on the runway. However, the plane continued toward the left side of the runway. I approached the A2 taxiway and tried to increase the turn to remain on the asphalt, but the aircraft ran off into the grass due to the speed. I continued to brake, but the ground was marshy. The airplane continued across the ground until the propeller and left wing tip impacted the earthen bank.”

On March 23, 2023, I received an email from Piper Aircraft, Inc. with service letter #1318A attached. This letter informed owners of model numbers and serial numbers of affected aircraft, which N565TF was included to within the next scheduled maintenance event, not to exceed the next 100-hour service to modify the aircraft's brake line. This bulletin states explicitly:

“In some of the affected airplanes, the brake line (hose) may have enough freedom to move into a position that obstructs the pilot's left pedal, restricting control of the brakes and rudder. This service letter provides instructions for the correction and modification of the brake line routing to prevent pedal obstruction.”

Upon receiving this service letter, I immediately forwarded it and the Piper email to Investigator Read and you. I followed up several weeks later, and you said that an A&P checked the rudder and brakes, and they were working properly.

I never stated that the rudder or brakes didn't work correctly and didn't know of this manufacturer's defect until after making my initial statement and the aircraft being disassembled and moved. I respectfully request further investigation into the cause of my crash and potentially notify Piper Aircraft, Inc. that this is an airworthiness issue.

Sincerely,




Roy G. Taylor, Ph.D.

Cc: Leah Read, NTSB
US Congresswoman Deborah Ross
US Senator Thom Tillis
Attorney Benjamin Whitley
Attorney Reginald Gillespie
Schrager Hampson Aviation Insurance



Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, FL, U.S.A. 32960

SERVICE NO. 1318A LETTER

Date: March 21, 2023

(S)

Service Letter (SL) 1318A supersedes SL 1318 in its entirety.

SUBJECT:

BRAKE LINE MODIFICATION

REASON FOR REVISION:

SL 1318A corrects the clamp part number required for securing the brake line.

MODELS AFFECTED:

PA-28-161 Warrior III
PA-28-181 Archer III

PA-28-181 Piper Pilot 100i
PA-28R-201 Arrow III / Arrow

SERIAL NUMBERS AFFECTED:

2842109 thru 2842352
2843415 thru 2843934, 2881001 thru 2881040,
2881042 thru 2881626
28020001 thru 28020112
2844116 thru 2844185

COMPLIANCE TIME:

To coincide with the next regularly scheduled maintenance event, but not to exceed the next 100 hours time in service.

APPROVAL:

The engineering aspects of this service document have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved.

PURPOSE:

In some of the affected airplanes, the brake line (hose) may have enough freedom to move into a position that obstructs the pilot's left pedal, restricting control of the brakes and rudder. This service letter provides instructions for correction and modification of the brake line routing to prevent pedal obstruction.

INSTRUCTIONS:

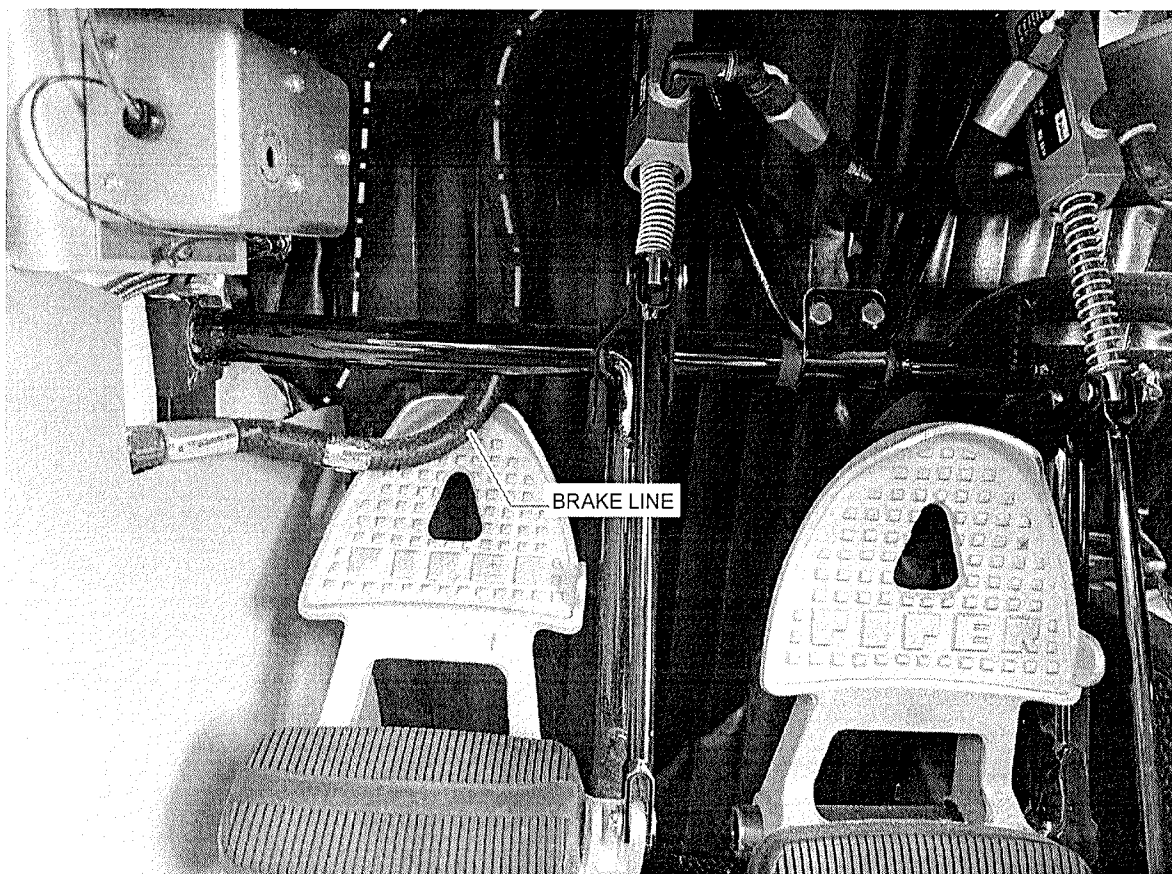
1. Locate brake line near the left foot pedal on the pilot's side of the cockpit as shown in Figure 1. Compare the routing of the brake line and correct as required.
2. Secure the brake line to the flange on the firewall stiffener as shown in Figure 2. Slit the firewall blanket as required to install the clamp, screw, washers, and nut, to the 0.191 inch hole in the flange.

NOTE: For reference, the hole on the flange is located on the left side of the firewall stiffener, approximately 14.0 inches above the cockpit floor and 3.5 inches inboard from the fuselage skin.
3. Place the airplane on jacks. Refer to Chapter 7 of the appropriate Airplane Maintenance Manual (AMM) or Section II of the appropriate Service Manual (SM) for instructions.
4. Actuate the **co-pilot's** rudder pedals to full deflection from left to right. Ensure the rudder pedals maintain full range of motion and are not restricted after correcting and securing the brake line.
5. Actuate the **pilot's** brake pedals to full deflection from left to right. Ensure there no strain is placed on the brake line as a result of the master cylinder actuating.

ATA/JASC: 3240

(OVER)

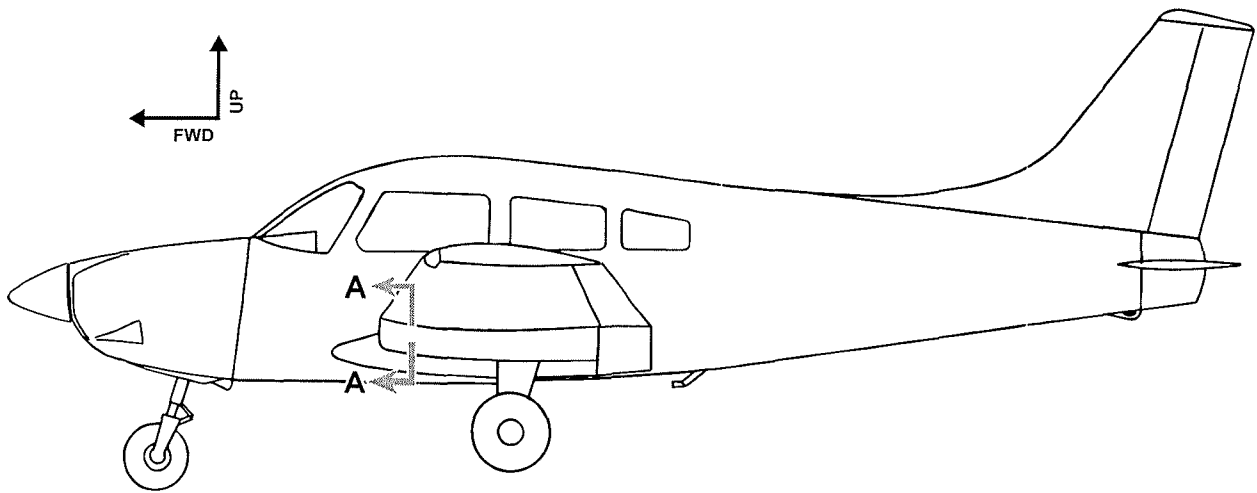
6. Remove the airplane from jacks. Refer to Chapter 7 of the appropriate AMM or Section II of the appropriate SM for instructions.
7. Make a logbook entry documenting compliance with this service letter.



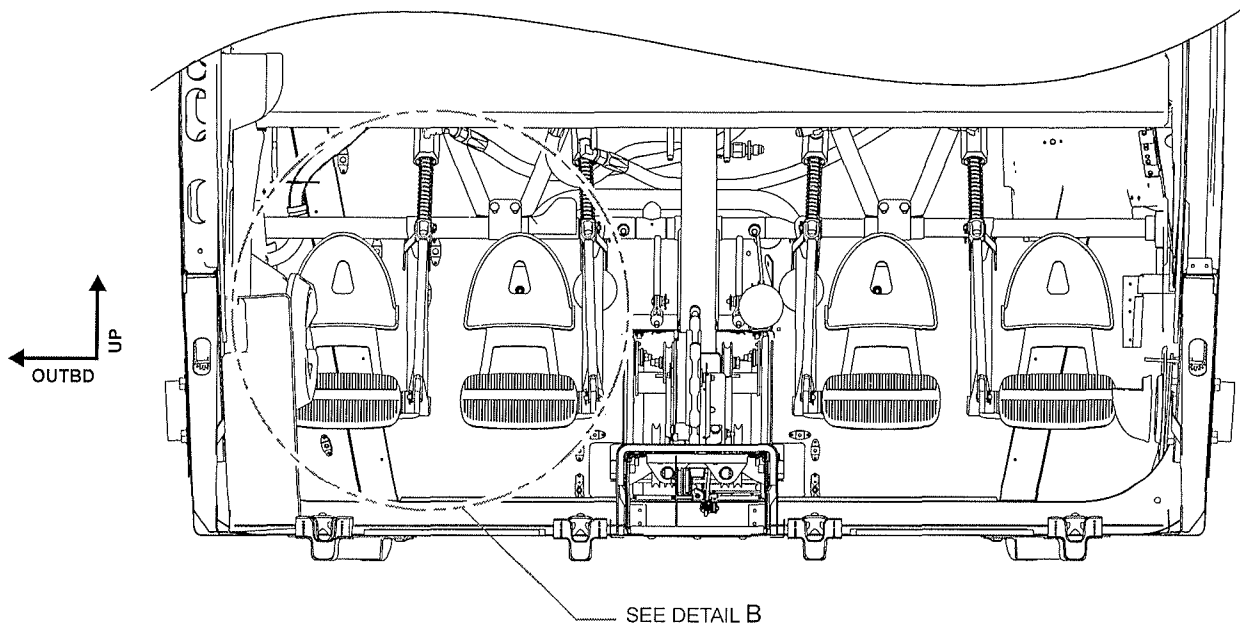
— - — INCORRECT ROUTING

- - - CORRECT ROUTING

Figure 1
Brake Line Location and Routing

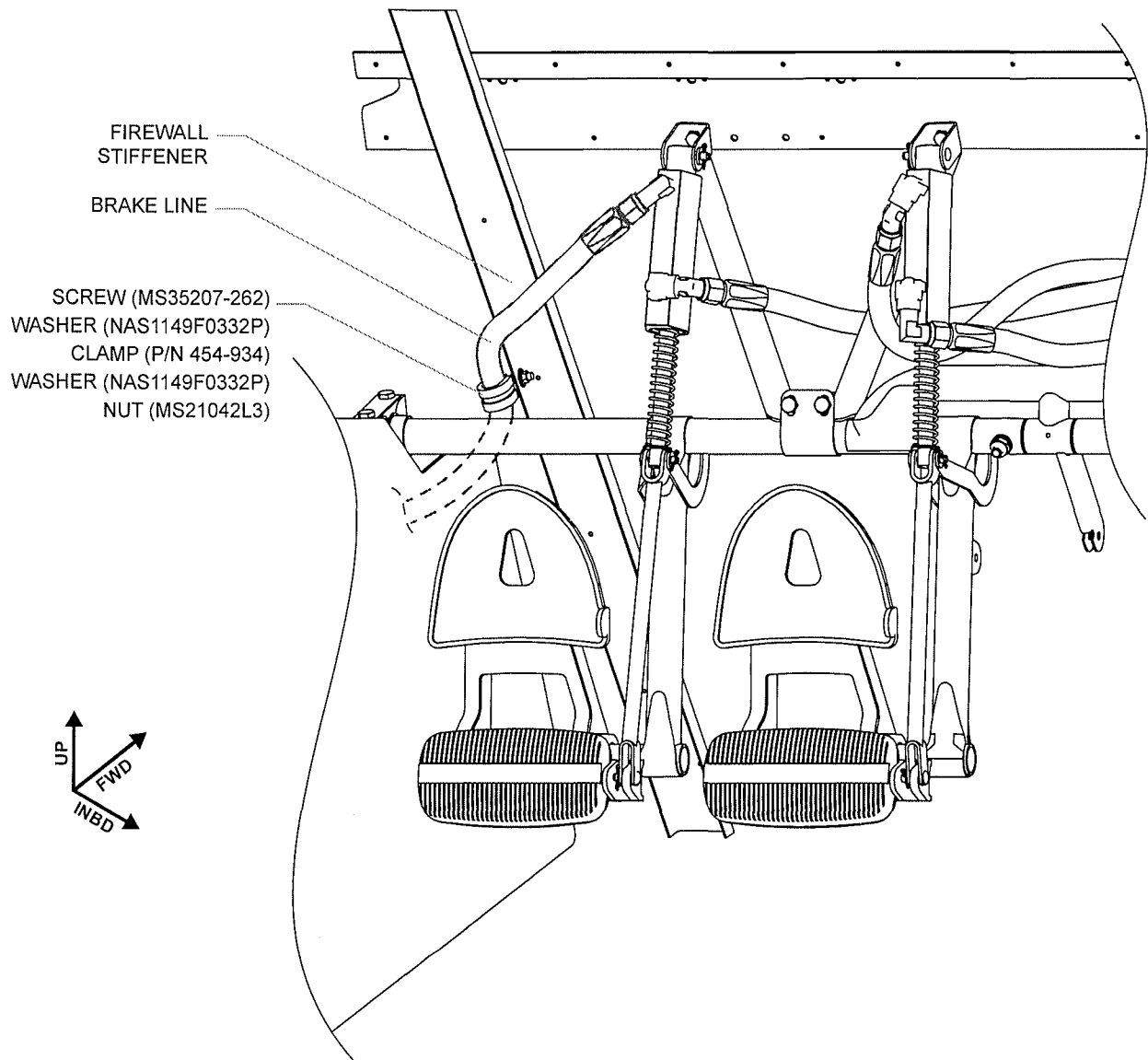


SIDE VIEW
LOOKING INBOARD



VIEW A-A
RUDDER PEDALS
(COMPONENTS REMOVED FOR CLARITY)

Figure 2 (Sheet 1 of 2)
Installation of Brake Line Clamp



DETAIL B
PILOT RUDDER PEDALS
(COMPONENTS REMOVED FOR CLARITY)

Figure 2 (Sheet 2 of 2)
Installation of Brake Line Clamp

MATERIAL REQUIRED:

Per aircraft:

- One (1) each, Clamp, Piper P/N 454-934
- One (1) each, Screw MS35207-262, procure locally
- Two (2) each, Washer NAS1149F0332P, procure locally
- One (1) each, Nut MS21042L3, procure locally

AVAILABILITY OF PARTS:

Procure locally or at your Piper Approved Service Center –
Find your local service center at <https://www.piper.com/>

EFFECTIVITY DATE:

This service letter is effective on March 24, 2023.

SUMMARY:

Applicable factory participation is limited to new aircraft in warranty at the time of compliance. Factory participation will remain in effect for a period of time not to exceed 180 days from the effectivity date of this service letter.

Please contact your Piper Approved Service Center to make arrangements for compliance with this service letter in accordance with the compliance time indicated.

NOTE: Please notify the factory of any address/ownership corrections. Changes should include aircraft model, serial number, and current owner's name and address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.

Attn: Customer Service

2926 Piper Drive

Vero Beach, FL 32960

or:

CustomerService@piper.com

Please include in subject line: "Aircraft ownership update"