

JIM
HANKINS
[REDACTED]
POTTSBORO, TX 75076

RECEIVED

AUG 15 2017

FAA NTX FSDO - SW19

August 1, 2017

Mr. Gavin Hill
[REDACTED]
Irving, TX 75063

Mr. Hill,

As per your request, I am restating the fact that the brakes were operational and functioned normally from July 21 to and on the date of the problem.

The brake pads were in good shape (normal thickness), calipers working normal, and the brake reservoirs refilled. The engine was run up and the airplane taxied around a bit to determine function of several of the systems. The radios, and the GPS needed to be outside of the hangar to be checked.

On the taxi out the brakes were also used for steering as this Lancair 235 does not have nosewheel steering.

As part of my signoff of the yearly condition inspection, everything was in good operational condition.

Jim Hankins
A & P [REDACTED]
[REDACTED]

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Jim Hankins
A & P [REDACTED]



MAILED (U.S.)
AUGUST 1, 2017

August 2, 2017

Mr. Hill,

In response to your email request about the braking. During taxi out he was making turns alright out of the ramp area and seemed to have the differential steer down OK, however I did have him correct back to center line on the taxi way a couple of times. This was made correctly and no other conversation was made during the trip to the run up pad.

We pulled onto the runway and lined up on center line, no problem. Then the tower request an expedited takeoff due to traffic on one mile final. I had scanned the final approach area while we were taking the active and did not see ANY traffic. He (the pilot) did seem overly concerned in complying with the tower's request.

No comment was made about the condition of the brakes at any time.

Jim Hankins
[REDACTED]