



Wed 11/1/2017 9:38 AM

FW: N337AM

To



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Brine Logbook.pdf
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Brine license and med.pdf
386 KB

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From: Harowicz, Richard (FAA)

Sent: Thursday, October 26, 2017 1:27 PM

To: Bartholomew, Jeffrey (FAA)

Subject: FW: N337AM

From: Bill Brine

Sent: Wednesday, October 25, 2017 4:32 PM

To: Harowicz, Richard (FAA)

Subject: Re: N337AM

Attached:

- 1) Copy of license and medical
- 2) Copy of the last 2 pages of my pilot logbook and flight review.
- 3) Copy of last annual inspection of the propeller, engine, and airframe
- 4) Written statement

Please feel free to call with questions,

Bill

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Pilot: William Brine

Total time 3,3364 hours. Time in make and model: 610 hours. Last 90 days in make and model: 64 hours

Weather: clear sky, better than 10 miles visibility and calm winds.

Statement:

I was the sole occupant of an Aviat Husky on the morning of October 22, 2017. After checking the weather and performing a preflight, I took off. Later I would discover that the left emergency brake was at least partially engaged. Upon landing the left wheel locked resulted in a runway excursion. The right gear collapsed and the right wingtip ended up in the grass. Thankfully there were no injuries and no substantial damage to the aircraft.

Before takeoff, I performed my preflight check using a written checklist as normal. This was at a midfield location. Upon reflection, I realize that a change from my normal routine was



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Before takeoff, I performed my preflight check using a written checklist as normal. This was at a midfield location. Upon reflection, I realize that a change from my normal routine was that I had exited the aircraft after completing the checklist. I taxied to the top of the hill, turned my plane to look at the approach end of the take-off area, set the brakes and shut down the engine. I then exited the plane to take a picture of other planes departing.

After taking pictures I re-entered the plane, did my visual left to right flow check of the cockpit, and cleared the area to my right. I pressed and released the brakes and applied power holding the left rudder and brake down to turn toward the direction of departure and started a very short ground roll down hill. The plane was airborne in 100 feet or so and I was off.

In formulating a plan to prevent a re-occurrence, I observed that the manufacturer's checklist leaves something to be desired. The only way to check the operation of the parking brakes is to use them. There is no visual indication that the brakes are off. The Checklist in the Aviat Airplane Flight Manual includes "Brakes: Test and Set" Followed by this paragraph of explanation:

"The parking brake controls consist of small metal tabs on top of each brake master cylinder on the rear pedals. To Set: 1. Apply pressure to the brake pedals. 2. Lift up on the tabs. 3. Release pressure to brake pedals. 4. The tabs should lock the piston in place. To release: 1 Apply pressure to the brake pedals. 2. Release pressure to the brake pedals."

Looking back by taking an immediate turn to the left, I may not have released enough pressure on the parking brake to turn it completely off. The check to see if the brake is off is the plane will not move forward. In this case, it did move forward, I believe because of the combination of the large smooth tire, wet grass and a downhill slope.

Building on the manufacturer's checklist, I am adding to my checklist to release brakes, roll forward a bit then test the brakes to be assured that both parking brakes are off.