



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division December 11th 2018

NTSB Accident Number: GAA18CA432

Aircraft Registration & Make/Model: N9267H, Piper, PA28

Accident Location: Oregon, WI @ (15WI)

Accident Date: 23JUL2018 @ 1408 (CDT)

Subject: Memorandum for Record

In support of the NTSB Air Safety Accident Investigation involving accident airplane N9267H, the NTSB Investigator-in-charge (IIC) contacted the FAA Inspector assigned to the accident regarding the pilot's claim that a brake failure had occurred, which resulted in an accident. The following was the Inspector's response.

Michael,

Eric Nelson from Beaver Aviation was not at the landing strip when I was there. I did call him and asked him about the brake- bleeding procedure. He did not mention to me if there was any detectable leak in the hydraulic system when he was there inspecting the aircraft after the accident. Phillip showed me a spot on the hanger floor where the hydraulic fluid was present but since cleaned up when I was there. That leak would be consistent with a potential O-ring leaking in the brake cylinder. This is very common in industry. As for Eric's bleeding procedure, he did it according to the manual and industry standards. It is VERY common to have the brake system bled more than once to get all the air out of the system. I have seen this all too often in my 32 years in industry. For the record, the brake was still functioning with more input required from the pilot to compensate for the air in the system that works its way back up to the master cylinders. That brake system in that series of Piper Aircraft can be tough to bleed out all the air due to the configuration of the hoses/ master cylinders, and brake line interconnects.

I hope that this helps, call if you need further explanations.

Pete Hupfer

Aviation Safety Inspector/ Principal Maintenance Inspector

FAA/ Milwaukee Flight Standards District Office GL-1