

From: Fritz.Bayer@FAA.gov
To: [Smith Maja](#)
Subject: N8712H Accident MAE 5/7/17
Date: Wednesday, May 10, 2017 3:46:55 PM
Attachments: [image001.png](#)
[N8712H Streeter Statement.pdf](#)
[N8712H Narrative - FCB.docx](#)

Hi Mia;

Please see the attached files for pics, narrative and PIC Steve Streeter's statement that he faxed to me this morning. After discussing the right brake issue with him this morning, and checking with Inspector Wise regarding his discussion with Mr. Streeter on Monday at the scene regarding the right brake, I find that both of Mr. Streeter's statements and discussions are consistent with the issue being that the **normal brake effectiveness was available, and fully applied**, in his attempt to regain directional control, **but was not adequate to overcome the left yawing** that he experienced considering the approved increased horsepower and gross weight modifications of the aircraft. It appears that neither of these approved mods required an upgrade of the brakes or modification of the tailwheel assembly to a manually lockable type typically found on conventional gear equipped aircraft of this HP and Weight. Add a decent tailwind component and the lateral sloshing moment of medium fuel and water load in the hopper, and it seems one could get beyond the point of no return on regaining directional control.

Please let me know what further information you need.

Fritz Bayer



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