



RECORD OF PHONE CONVERSATION

Fabian Salazar
Aviation Accident Investigator
Western Pacific Region

Date: August 6, 2018
Person Contacted: Mr. Richard Hulla
Owner and operator of N57477
NTSB Accident Number: WPR18LA216

Narrative:

In speaking with Mr. Hulla, he said he was landing at Big Creek Airport (U60). The winds were calm, and he had made one landing that day at a different airstrip and everything was fine. He touched down on the grass landing strip heading to the south. The touchdown was normal, and he slowed the airplane down to about 40 miles per hour, he then applied equal braking, the airplane veered to the left. It crossed over some sprinkler pipes and into a fence. He said he tried to correct everything but was unsuccessful. He got out of the airplane unassisted. Neither he nor his passenger, who was in the back seat, were injured. When asked if he thought anything mechanical could have caused this accident he said he thought the master cylinder could have applied unequal pressure to the brake calipers, possibly due to some type of blockage. He stated that he had never had to brake as aggressively as he had to during this event.

On September 25, 2018. The Investigator in charge received an email from the owner of the airplane. The contents of the email are enclosed below:

Greetings,

I traveled to Superior last Friday with Don Whitehair to examine the aircraft and take a look at the function of the right brake. Don is an A&P with IA and has expressed interest in purchasing the aircraft. You may remember that the left brake was inspected by Cliff Carpenter, Mark Roth, and myself on 9/12 and was found to function normally. The next day I raised the possibility that the right brake may have been the faulty one and Mr. Salazar gave me the opportunity to examine the right side and report my findings. Don and I placed a brace between the gear legs and jacked up both main wheels. I felt just setting the parking brake would determine the functionality of both

brakes. Because the plane was up on a jack, I didn't get inside so, I pushed on both of the heel brakes with my hands while Don set the parking brake. The wheels had an equal amount of brake pressure. We released the parking brake and equal pressure on each heel brake resulted in equal brake pressure at the wheel, so both brakes appear to function normally.

I was surprised by these results and, you can imagine, somewhat disappointed. I still don't have an explanation for how this happened and, for now have to accept the possibility of my failure to maintain directional control of the aircraft. I want to thank you all for giving me the opportunity to examine the brake system. Let me know what the next step in the process will be and hopefully, I can help keep your workload to a minimum.

Respectively, Richard Hulla.