

ZOË KELIHER  
Sr. Air Safety Investigator  
Office of Aviation Safety – Western Pacific Region

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All persons listed were interviewed by NTSB personnel:

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The following is a summary of conversation:

BRIAN LORD (FEDERAL AVIATION ADMINISTRATION INSPECTOR)

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By the way Greg and I went and looked at the Cessna 210 last Monday. As expected the RH brake is inoperative as the brake line @ the caliper was damaged when the pilot hit the rocks at the end of the runway however the brakes on the LH side seemed to work fine. I actually got into the aircraft and pushed the brakes with my feet. They weren't rock hard but they rarely are on a Cessna 210. Additionally the brake master cylinder was about 2/3's full. I determined this by removing the fill plug and inserting a Q tip to the bottom of the reservoir, then removing it and looking at the fluid level on the q tip."

DAN FRANDSON (FEDERAL AVIATION ADMINISTRATION INSPECTOR)

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Two Airworthiness inspectors (Edwin 'Brian' Lord and Greg Horrell) looked at the brake system on N6353U. They found no evidence of hydraulic leaks and there was fluid in the reservoirs. The brakes were functional. Problem is the pilot landed with a quartering tailwind and did not touch down until at least 1/3 of the runway was behind him.

Another inspector, based in Stanley said: I checked really hard and found no evidence of skidding tires on the runway or in the Grass at the end of the runway\_ The tires did not appear to have any flat spots on them and looked relatively new \_ One of the other Pilots was there today and they were dying to get fuel out of the airplane and he said that it was worse yesterday than it is today and I'd say they had at least 20 knot Tailwinds today. I did find a set of brake pads on the hill toward the crash that may have come off the right year but it was so totally encapsulated in dirt I couldn't tell if it came off that tire or not The airplane honestly appeared to still be flying the end of the runway because the wings hit a tree about nine ft up which is a little taller than a Cessna 210.