RECORD OF CONVERSATION

Thomas J. Latson, Jr.
Air Safety Investigator
Central Region

NTSB Accident Number: CEN13LA551 – Grumman G-164B, N8251K at Clemville, Texas

In September, 2013, I exchanged e-mail messages and spoke several times with Mr. John Petter who told me that he is an FAA certificated Airframe & Powerplant Mechanic and he examined the brake system on N8251K on September 11, 2013. Mr. Petter told me the following:

- When he first looked at the airplane it was still inverted and he found both wheels rotating freely with no grass or other obstructions that might have caused the brakes to lock on landing;
- The brake pads didn't show much wear;
- He then looked in the cockpit and he operated the park brake valves on the inverted airplane;
- The left valve took almost no pressure to pull it back into the lock position, but the right valve felt more normal;
- The left park brake valve took so little pressure to move into the lock position that Mr. Petter suspected that just the weight of the arm itself or even a small amount of inflight G-force could allow the park brake valve to move into the lock position.;
- Mr. Petter said that in his experience over the years on ag planes he found that if the pins and bushing on the brake caliper had worn to the point where they move fairly freely, that on rough airstrips the vibration will allow enough movement that they would sometimes push the pistons back into the calipers enough that it takes a little pumping to get the pads pushed back up against the disc to have good brakes;
- Mr. Petter said that he thought that for this accident flight that during takeoff the pistons might have been moving back in some and requiring a little pumping in order to get good brake pressure;
- Mr. Petter also reported that the pilot told him that brakes were so "spongy" that he was having to hold the pedals down after pumping them up prior to landing;
- Mr. Petter's opinion was that with the loose park brake valve and the loose pins and bushings on the brake caliper may have caused the brake to not fully release.

(end)