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Aviation Accident Investigator
Eastern

Date: July 21, 2023

Subject: ERA23LA281, FAA Inspectors Statement

Contact: FAA Inspectors Robert Reynolds & Delbert Areford
FAA Charlotte, FSDO @ [REDACTED]

FAA contacted the pilot/owner (Dario) regarding the accident with N3662Z a 1960 Piper PA-22-150 Tri-Pacer. The accident occurred on June 16, 2023, at Goose Creek airport (28A).

The pilot stated that he landed on the 04-end at approximately 0945 hrs. and when he applied brakes, the aircraft did not slow down as expected and subsequently ran off the 22-end of the runway and flipped over causing substantial damage to the left wing.

The pilot was the only person onboard the aircraft and was not injured. In order to clear the end of the runway, the pilot and another individual flipped the aircraft back over, started the aircraft and taxied it to his hangar.

The pilot contacted FAA Aviation Safety Inspector Robert Reynolds later that day and left a message. The pilot to meet with the FAA (Reynolds and Areford) as soon as the pilot was able, which was on June 23, 2023 (1 week after the accident) to inspect the aircraft.

We met with Mr. Daniel on June 23, 2023 and took photos of the aircraft, inspected the accessible portions of the aircraft braking system with no visible discrepancies noted (though we were able to confirm that when applied, the brakes would not hold the aircraft from rolling), inspected the aircraft records which indicated no recent brake system maintenance, and requested a statement of the accident from Mr. Daniel, which was provided by him. Upon inspection of the aircraft

and discussion regarding the substantial damage to the left wing, the determination was made to label this as an accident.

On July 13, 2023, the FAA reached back out to the pilot to inquire if he had a chance to examine the airplane further, specifically the brakes. The pilot stated, *"Looks like it was just old plane master cylinder O-ring around the master cylinder may have been worn, lost fluid just a old plane"*, though there was no evidence of leakage on the day we (FAA) inspected the aircraft.

[END]