

Banning Brice

From: [REDACTED]
Sent: Friday, September 12, 2014 2:06 PM
To: Banning Brice
Subject: Re: Incident Report N3971Z

Hi Brice,

Other than some excessive squeeking when we initially moved it, and some debris that had settled there during the incident, there was no visible damage to the right brake mechanism. However, after take-off the right wheel does stop turning much earlier than the left wheel. I have just about come to the conclusion that either 1.) a piece of debris(perhaps picked up during that particular landing) got caught up between the caliper and the rotor and caused the right brake to drag severely on landing, or 2.) my passenger may have unwittingly had his foot up against the brake peddle, and lacking experience in bush planes may have tensed up, bracing himself during landing, inadvertently applying excessive force to the right brake. The only other potential cause I can come up with, is that I myself could have been applying right brake unwittingly. But as desperately as I was trying to make it turn left, I have a hard time making myself believe that. Both brake assemblies will be thoroughly inspected before it is flown again.

As far as the wreckage, there really isn't any. It was much less serious than I initially thought, but that is because I have never had any type of aviation incident before. And I especially didn't realize how resilient and repairable a super cub is. Once the weather finally let us get to the plane, it only took the mechanic about 6 hours to patch it up. Then I flew it all the way back to Wasilla where it is now. I plan to make final repairs to it this winter.

Mike Orear

On Fri, Sep 12, 2014 at 12:27 PM, Banning Brice [REDACTED] wrote:

Mike,

Thank you for the report, I just had a couple questions. Did you find any problems with the right brake at the accident scene? Where was the wreckage recovered to?

I appreciate your help,

Regards,

Brice

Brice Banning

Air Safety Investigator

National Transportation Safety Board

222 West 7th Ave. Room 216, Box 11

Anchorage, AK 99513

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, August 25, 2014 6:02 PM

To: Banning Brice

Subject: Incident Report N3971Z

Hi Brice,

Sorry this has taken so long. It has been quite an ordeal due mainly to the location of the incident/my work, being so far from my home and records. Attached is the incident report. There is still some information that I am unable to provide such as the ELT make, model, serial number, etc. It has one and the inspection was done in January, but I don;t have the requested information available to me up here in the mountains. Let me know if you have any ither questions.

Regards,

Mike Orear