

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN24LA014

RECORD OF CONVERSATION

Eric M. Engler, Aviation Mechanic (A&P with IA)

January 29, 2024

Interviewee: Eric M. Engler, Aviation Mechanic (A&P with IA)
Date/Time: January 29, 2024 / 11:35 CST
Investigator(s): Andrew Todd Fox, NTSB Air Safety Investigator

The NTSB Investigator-In-Charge (Andrew Todd Fox) asked Mr. Eric M. Engler, an aviation mechanic (Airframe & Powerplant with Inspection Authorization), to examine the brake system components of the Cirrus SR22 (N969JB) that was involved in a brake fire accident on October 6, 2023, at the MBS International Airport (MBS), Saginaw, Michigan. Specifically, Mr. Engler was asked to use a dial caliper to measure the thickness of each brake lining. The measured thickness of the brake linings was reported as follows:

The left inner brake lining, 0.144 inch
The left outer brake lining, 0.120 inch

The right inner brake lining, 0.066 inch
The right outer brake lining, 0.052 inch

Examination of the airplane's brake system established that the brake components were consistent with the original brake design before the release of Cirrus Service Bulletin No. 2X-32-12. According to the Cirrus SR22 Maintenance Manual, if not modified by Service Bulletin No. 2X-32-12, the serviceable wear limit for the brake linings was 0.1 inch.

Examination of the left brake assembly revealed a darkened temperature indicator sticker which indicated that the left brake assembly had previously exceeded the manufacturer's temperature limitation. The right brake assembly sustained significant thermal damage during the ground fire, and its associated temperature indicator stickers were not observed.

At the time of the examination, the airplane hour meter indicated 2,701.5 hours.