



MEMORANDUM for RECORD

Ralph E. Hicks
Senior Air Safety Investigator
Eastern Region Aviation

Date: August 22, 2017
Wheel Brake Examination (N3154E, Aeronca 11AC Chief)
NTSB Accident Number: ERA17LA262 – Gilbert, SC
IIC: Todd Gunther

This investigator examined the wreckage of N3154E at Atlanta Air Recovery, Griffin, Georgia on August 22, 2017. The following observations were noted:

The aircraft wreckage was stored in a hangar. It remained upright, with foam blocks supporting the airframe where the right main landing gear was separated due to impact. The wings were removed during the recovery process and were on the hangar floor adjacent to the fuselage. A forklift was used to lift and support the wreckage during the examination.



Main wreckage, stored in hangar

Impact damage to the left wing leading edge and the right wing tip were noted. Also, there was structural damage to the lower fuselage, aft of the engine firewall.

The airplane was equipped with heel brake pedals at the left cockpit seat. No brake pedals were installed at the right seat location. The left brake pedal was connected to the left wheel brake drum by a cable. Left cable continuity was confirmed and the cable remained taut. When the heel pedal was actuated manually, it moved forward and aft; normal spring tension was noted. The left wheel and tire were spun manually; the left heel brake was pressed and the wheel stopped immediately. When the heel brake pressure was released, the wheel became free and spun without restriction or binding. No evidence of a locked brake condition was observed.



Heel brake pedals installed at left cockpit seat position

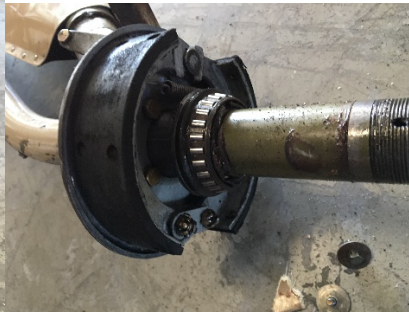
The right brake pedal cable was separated at the right brake drum due to impact forces (separation of the right main landing gear). Other than the separated cable, the remaining hardware was in place and operated in a normal manner.

Both main landing gear tires were in an undamaged condition and tread wear was minimal. No flat or scuffed spots were noted on either main landing gear tire.

The left and right brake drums were disassembled. The linings of both brake drums were smooth and no anomalies were noted. All brake shoes were in good condition with minimal wear. All brake shoe springs were in place and tight. All wheel bearings were undamaged with minimal wear.



Left main gear tire, brake shoes, and brake drum



Right main gear tire, brake shoes, and brake drum