

Inspector's Statement

11/20/2017

RE: Responses to NTSB questions regarding the accident of N3512L that occurred on 11/02/2017.

1. Date and time you inspected the airplane at the site
I arrived at 1552 local on 11/02/2015 and inspected the crash site until sundown about an hour to an hour and a half later. I completed a minimal inspection after the accident before the plane was moved.
2. Details concerning your observation of skid mark(s) on the runway. Where they begin in relation to how far along the runway, left or right of runway centerline, what wheel made them, were they continuous from where 1st observed to the side of the runway, where exactly they exit the runway (how far along), whether they continue in grass, and where they ended
Dark tire marks were made by the right wheel on the runway indicating that the aircraft's weight was heavy on the right wheel. This started at approximately 350 feet from the edge of runway 16. The tire marks from the right tire start at the centerline and were continuous to the aircraft departed the runway and continued until the gear failed going up the hill in the grass. The marks from the left wheel were too light to capture by camera while on the runway indicating the aircraft was very light on the left tire. Tire marks from the left wheel were noted in the grass, but were not as deep as those from the right. There were squiggly tire marks on the runway from the tail wheel indicating that the tail wheel was on the ground during its left turn. The tailwheel marks appeared about 50 feet past the beginning of the right tire marks and continued in the grass. The aircraft departed the runway at about 425 feet from the beginning of edge 16.
3. Your inspection of the left and right tires (whether they exhibited evidence of flat spotting)
I inspected the landing gear and tires while the aircraft was still lying on it's top. The tires had no flat spots.
4. Your inspection of the left and right brakes (pad thickness, type of brakes, evidence of overheating, etc.)
I visually inspected the brakes while the aircraft was upside down. Both wheels spun with no resistance. The brakes on both sides were attached and appeared to be in serviceable condition. This inspection was done visually with no

disassembly. The brake lines were still intact at this point with no evidence of fluid loss. When the aircraft was flipped over by the recovery crew the right landing gear was further damaged. The right brake line then snapped. The right outer wheel half broke around the wheel bearing and the brake caliper snapped off. During another survey of the accident site and head of the broken brake caliper bolt was found in the hole caused by the aircraft being flipped back over during the recovery effort. Thickness of pads was not checked as the aircraft was taken by the insurance company on 11/11/2017 before any disassembly was performed in front of the FAA.

5. Your operational test of the left and right brakes

Another FAA inspector climbed into the cockpit and actuated the left brake while the aircraft was still on the ground. They felt normal. The right was not checked due to its extensive damage. No further inspection was done as the aircraft was taken by the insurance company in 11/11/2017 before any disassembly was performed in front of the FAA.

6. Whether you verified flight control continuity for all 3 axis

All three axis were checked and found to be functional with no binding.

7. Date and details of any follow-up inspection

The follow on inspection was done on 11/03/2017 with the help of two other FAA inspectors. All items mentioned above as checked after the aircraft was flipped back over was conducted at this time.

8. Typed notes of mechanic interview

Included

9. A picture of where the right brake caliper bolt was found

Included

10. A picture of the fracture surface of the right brake caliper bolt

Included



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EA-FSDO-63