

Hicks Ralph

From: David Carreau
Sent: Friday, November 2, 2018 9:00 AM
To: Kathryn Whitaker; Hicks Ralph
Subject: "Update of N8132X"

Kathryn and Ralph-

I have some new investigation information concerning the accident of N8132X at 4B9 on 10/28/2018. On (11/01/2018) we inspected both the left hand and right hand main wheel brake assemblies of N8132X after the removal of the wheel brake to landing gear wheel pants. The following is a synopsis of what was uncovered during this inspection;

1. The left main wheel, brake and main landing gear trunnion assembly that had been detached from the aircraft during the collision with the terrain and was found with the following discrepancies;
 - a. The main brake assembly puck to brake pad showed evidence of leaking and the main hydraulic brake supply line to the brake assembly hydraulic MS fitting elbow also showed evidence of leaking hydraulic fluid.
 - b. The main brake pads inboard and outboard exhibited normal wear. The main brake assembly was attached in its normal position by two AN bolts. Please see attached pictures of these discrepancies.





L/H Main Wheel Assembly with main brake removed exhibiting evidence of hydraulic leaking at brake puck and the MS elbow hydraulic line fitting at brake hosing.

2. The right main wheel brake assembly and main landing gear trunnion assembly that were still attached to the main wing assembly after collision with the terrain was found with the following discrepancies;
 - a. The right main wheel skirt assembly was found with an abundant amount of grass inside the housing, apparently from the impact with the terrain. Upon removal of the right main landing gear wheel pant, the right main brake assembly was noted missing from its proper mounting position to the main landing gear trunnion. It was not installed onto the main wheel brake rotor with the two required AN mounting bolts to the main strut trunnion. The flexible hydraulic fluid line elbow with the MS fitting were present without the main brake assembly. It was noted that the last two threads of the

hydraulic elbow MS fitting were scoured as shown in **PICTURE #2**. The inboard side of right main wheel assembly had a cylindrical mark around the circumference of the tire sidewall approximately 1 inch outboard of the wheel brake rotor as shown in **PICTURE #1 and #2**.

PICTURE
#1.

PICTURE #2.







PICTURE #3

PICTURE #1.; R/H Main Landing Gear Wheel exhibiting scoring of the main brake assembly housing on the sidewall of the main tire.

PICTURE #2; The R/H Landing Gear Main Brake Assembly was found missing from its normal position at the main wheel brake rotor after removal of the main wheel pant.

PICTURE #3.; The R/H Main Landing Gear Wheel Pant embedded with weeds from impact with the terrain.

I will be in the office all day with the exception of lunch 11:30 to 12:30.

Mr. David R. Carreau
Principal Airworthiness Maintenance Inspector
EA-FSDO-63
Bradley FSDO / AFG-600

Eastern Region

Enfield, CT 06082



Remembering September 11th

EA-FSDO-63 Address and Information can be found at;
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“That's one small step for man, one giant leap for mankind” Astronaut Neil Armstrong

Hicks Ralph

From: David Carreau
Sent: Monday, November 5, 2018 8:40 AM
To: Kathryn Whitaker
Cc: Hicks Ralph
Subject: FW: N8132X R/H Brake Assembly Photos (1 of 2)

Kathryn and Ralph-

I went back on Friday and did so more investigating of N8132X. We found the main right hand brake assembly dislodged from the right main landing gear trunnion (it's normal mounting position).

Kathryn asked me to send her photos of the right hand main brake assembly. Here they are; top, side, front and rear views. There is no damage in the form of binding of the alignment pins, the brake pads are intact and there is no distortion of the assembly housing. This e-mail is number 1 of 2.





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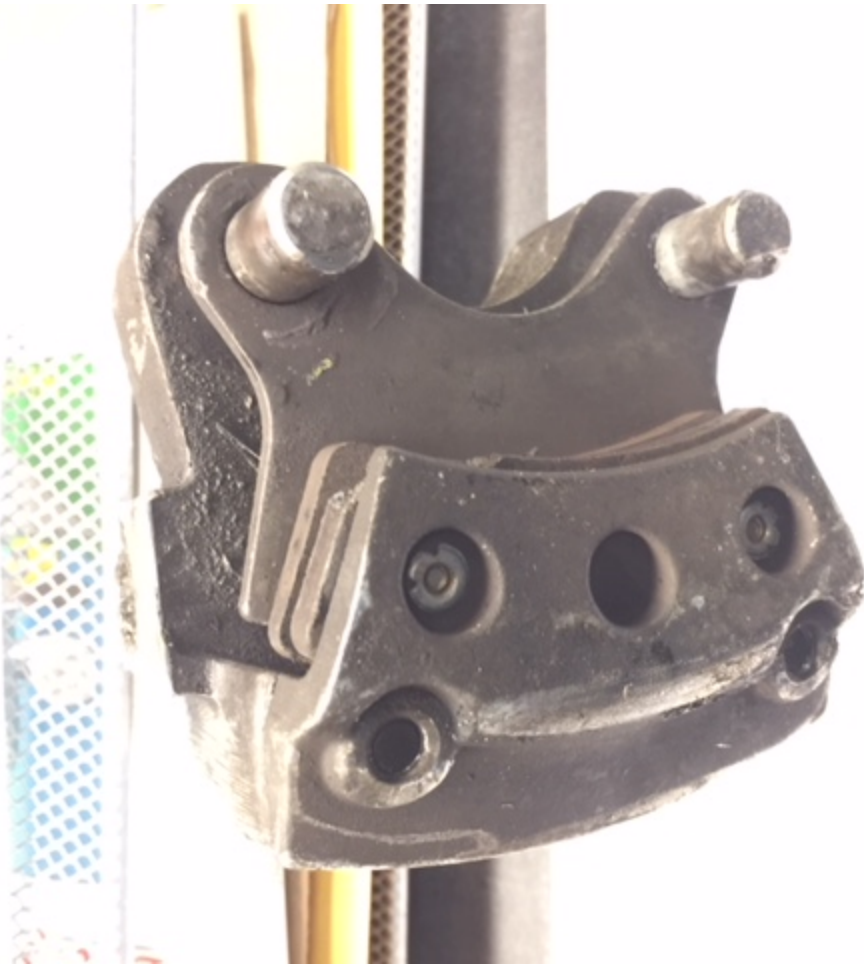
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Hicks Ralph

From: David Carreau
Sent: Monday, November 5, 2018 8:42 AM
To: Kathryn Whitaker
Cc: Hicks Ralph
Subject: N8132X Photos of N8132X R/H Brake Assembly"





N8132X R/H BRAKE ASSEMBLY

Model Number 30-50

MFR. 11-95



Mr. David R. Carreau
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