



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

September 27, 2021

Subject: NTSB investigation ERA19LA268, N5300E, Beech K35, Northeast Florida Regional Airport (SGJ), St. Augustine, Florida, September 11, 2019. Wreckage Examination.

On September 27, 2019, Mr. Peter Kandravi, FAA Inspector from the Orlando, Florida Flight Standards District Office provided the following information via email:

Both wheel brakes, the ruddervators, and nosewheel steering system operated normally when the pedals were moved/operated from the cockpit.

There was no mechanical or thermal damage found with the brake disks, calipers, pads or lines. There was no hydraulic fluid leaking from any of the brake components. The brake pads were worn but serviceable.

Neither brake was seized/frozen/applied to the brake disk as found.

The parking brake was found disengaged.

The main landing gear wheels rolled smoothly.

The right brake master cylinder was removed and disassembled. The o-rings were intact with no signs of leakage. The internal spring was intact. The cotter pin was properly installed. The cylinder was clean and smooth with no indication of scoring or wear. The poppet valve operated normally.

The parking brake actuator valve was sent to the NTSB for examination. The valve operated normally when compressed air was applied to the inlet port. The valve was disassembled, the o-ring was intact, the spring-loaded ball, ball seat and plunger were undamaged. The plunger moved freely when the actuator arm was moved back and forth.



Figure 1 Right Main Gear Tire (Courtesy FAA)



Figure 2 Right MLG Caliper/Piston Assy (Courtesy FAA)



Figure 3 – Right MLG Brake Pads (Courtesy FAA)

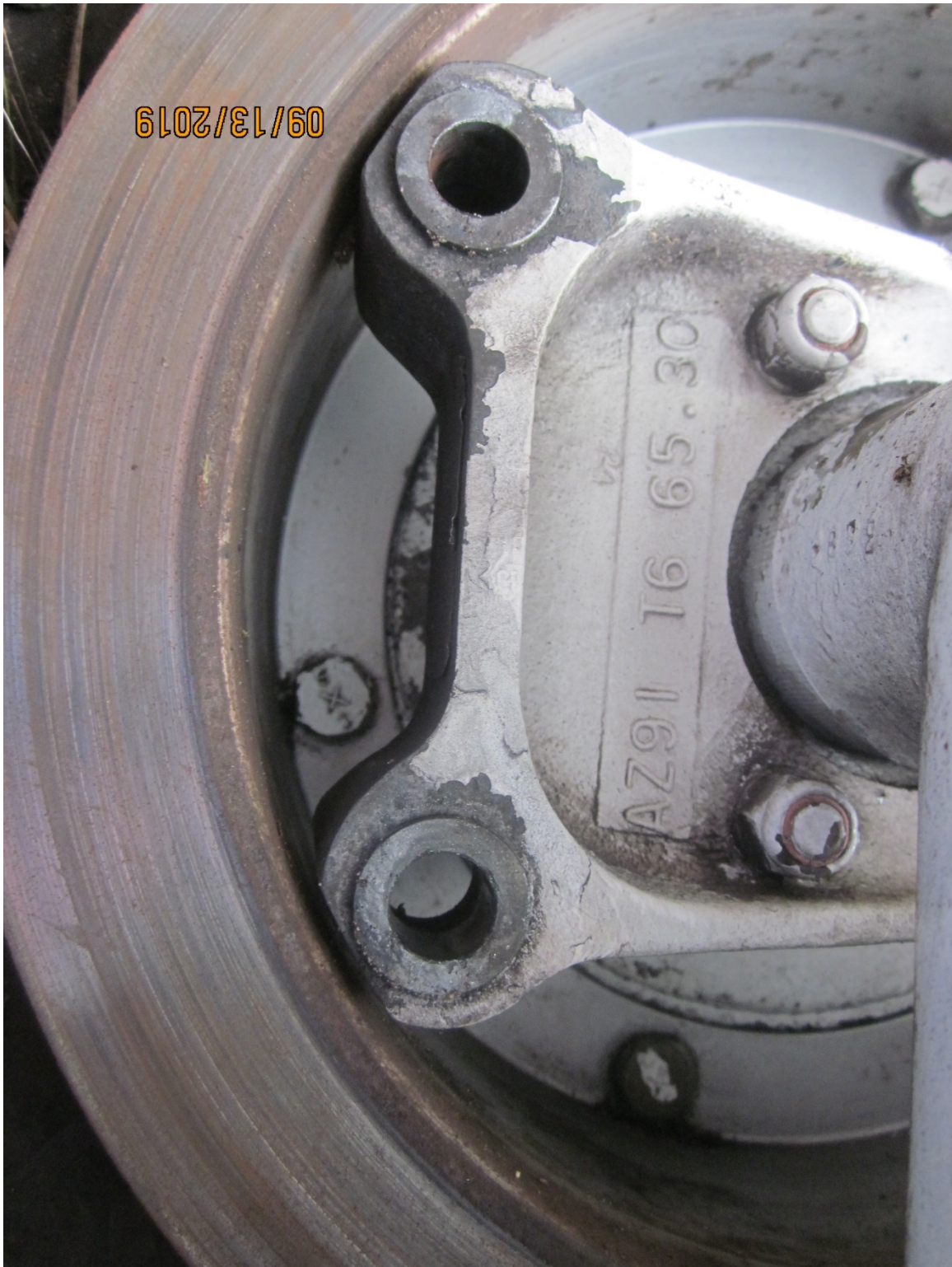


Figure 4 Right MLG Brake Disk and Caliper Mounting Holes (Courtesy FAA)

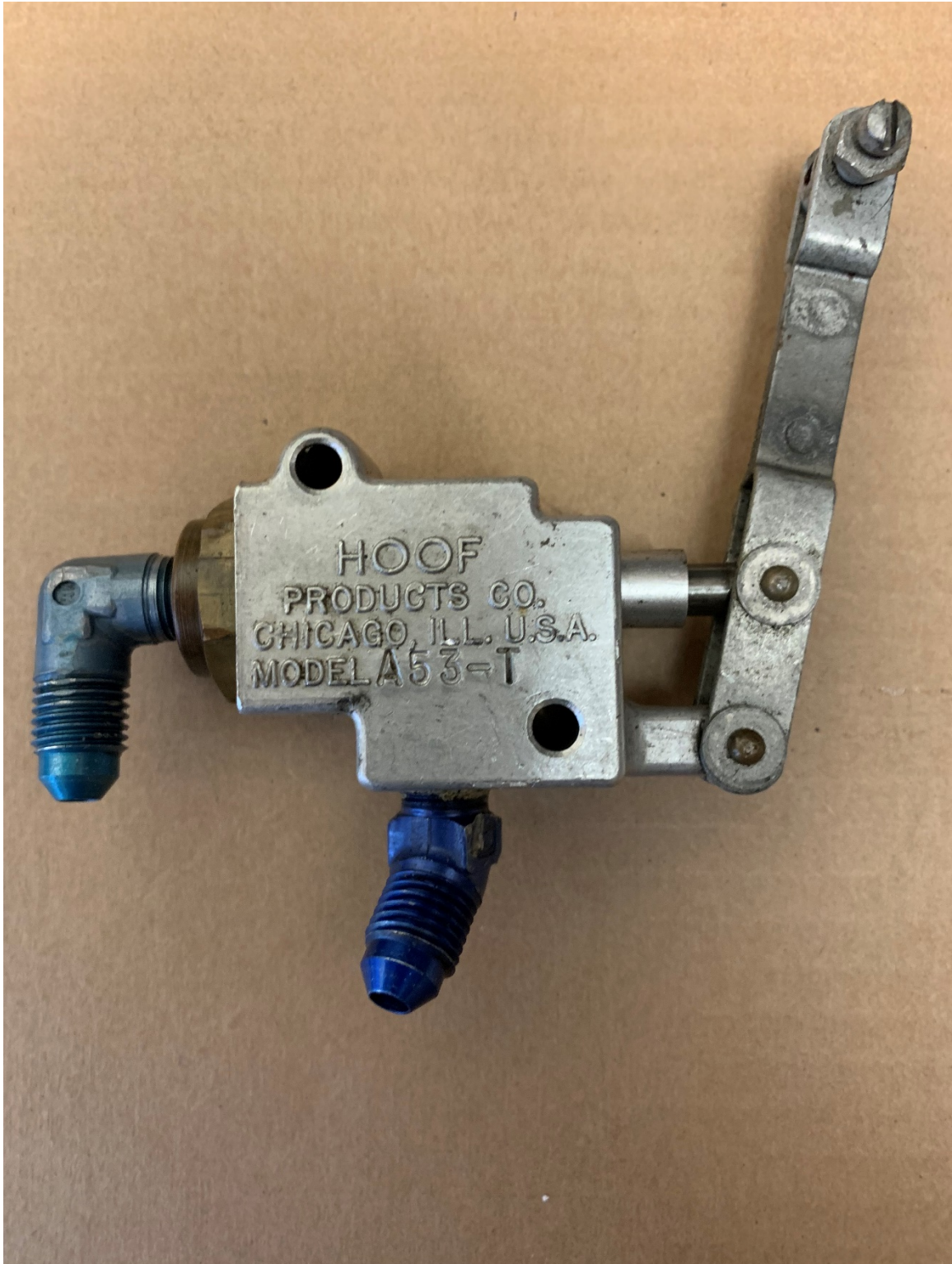


Figure 5 Parking Brake Valve



Figure 6 Parking Brake Valve Spring Loaded Ball



Figure 7 Parking Brake Valve Body and Plunger

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