



## MEMORANDUM FOR RECORD

**Michael Hicks**

**Air Safety Investigator**

**(GAAID) General Aviation Accident Investigation Division**      **NOV 07<sup>th</sup> 2016**

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NTSB Accident Number: GAA16CA368

Aircraft Registration & Make/Model: N42415 Avion Mudry/CAP 10B

Accident Location: Spring Branch, TX

Accident Date: 05JUL2016 @ 1100 edt

Subject: Memorandum for Record – Statement from Airframe & Powerplant Mechanic (A&P) Dell Coller

In support of the NTSB accident investigation involving accident airplane N42415, in Spring Branch, TX, the following is a statement from the Airframe and Powerplant Mechanic that examined the accident airplane at the repair station. The statement was sent via email to the NTSB Investigator in charge. The first statement is .pdf provided by the A&P, and the latter is the A&P's statement regarding the brake system hydraulic fluid travel sequence.

November 3, 2016

Dear Mr. Micheal Hicks:

Please find below a report on the inspection of the brake system of the Cap10B N42415.

The brake system components were all original from the Mudry factory. I found no evidence of any upgrades or changes to the original factory installation. The brake lines from the reservoir to the master cylinders were all intact. The flexible lines from the mounts on the floor to the master cylinders were stiff and showed some signs of cracking, but no evidence of any leaks from these lines. The brake lines from the master cylinders to the parking brake, and parking brake to the calipers were all serviceable and showed no signs of leaking. The brake master cylinders are of the sealed, nonservicable type. All four showed some signs of leaking as evidenced by dry hydraulic fluid. The pilots side in particular showed more evidence than the right side, as would be expected. Inspection of the pilot's side master cylinders revealed them to be unairworthy due to aged and defective o-rings.

Sincerely,

The fluid travels from the reservoir, located on the engine side of the fire wall, to the copilots side brake pedals, then to the pilot side brake pedals. If air is introduced in the pilot side master cylinder the copilots side brake pedals would be ineffective. If the fluid is allowed to escape from the pilots side master cylinder the copilots side would be ineffective. If the pilots side master cylinder bypassed fluid, the copilots brake should remain effective. Given the poor condition of the seals and rubber in the system any of these three scenarios are possible.

Best Regards,

Dell

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