

Little Thomas

From: John.Mathieu [REDACTED]
Sent: Thursday, August 14, 2014 3:39 PM
To: Little Thomas
Subject: N17856.
Attachments: Statement N17856.pdf

Hello Tom,

Here is a quick breakdown of my two visits to aircraft N17856. Please let me know what else you need or would like from me.

On August 5, 2014 I interviewed Walter Ramseur, the owner and operator of aircraft N17856. (His statement is attached.) He stated that while taxiing in a non-movement area on July 30, 2014 he started to turn down the wrong taxiway and tried to correct the error by turning his aircraft left and back onto the appropriate taxiway. He told the FAA inspector that the left brake was not responding as expected, making it difficult to complete the turn. He then struck the right wing of aircraft N200MA, which was parked on Kilo ramp.

On August 8, 2014, the FAA met with Chris Lund, the mechanic for aircraft N17856 in order to observe the inspection of the left brake. The brake reservoir was full and there was no evidence of air in the line. However, there were a few drops of fluid under the left brake. The brake pads were worn but were well within acceptable limits. Also, the lower piston of the left caliper was leaking slightly and the brake pads had fluid on them. The left brake pads had a small amount of fluid on them, but there were no anomalies that would have precluded normal operations.

John Mathieu
Federal Aviation Administration
AWP-SJC-FSDO 15
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