



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

ERRATA TO: AIRFRAME EXAMINATION SUMMARY

WPR18LA009

A. ACCIDENT

Location:	Skull Valley, Utah
Date:	October 15, 2017
Aircraft:	Barber Turbine Cubs PA-18
NTSB Investigator-in-Charge:	Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

REPLACE:

The cabin heat vent, located at the base of the firewall, aligned in the middle of the airframe, was free of restrictions, and the cabin heat lever actuated normally. The left and right brake master cylinders remained secured to their respective mounts. When actuated by hand, the right brake pedal needed minimal input to actuate the brake, however, the left brake pedal needed a significant amount of movement to actuate the brake. Both the left and right main landing gear wheels moved unrestrictedly. The brake reservoir cap was removed and a minimal amount of hydraulic fluid was observed. The vented cap was free of debris and restrictions. A heat gun was utilized to heat both the left and right master cylinders. After about 25 minutes of the application of heat to the right master cylinder, it was noted that the brake engaged, resulting in restricted movement of the right main wheel by hand. The application of heat to the left master cylinder resulted in no change.

WITH:

The cabin heat vent, located at the base of the firewall, aligned in the middle of the airframe, was free of restrictions, and the cabin heat lever actuated normally. The left and right brake master cylinders remained secured to their respective mounts. When actuated by hand, the right brake pedal needed minimal input to actuate the brake, however, the left brake pedal needed a significant amount of movement to actuate the brake. Both the left and right main landing gear wheels moved unrestrictedly. The brake reservoir cap was removed and a minimal amount of hydraulic fluid was observed. The vented cap was free of debris and restrictions.