

From: [REDACTED]
To: [REDACTED]
Subject: WPR21LA131 Leadore, ID
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3-16-21 N886KH. Cessna T210M, S/N210-61727. Tach 1437.1. This date inspect aircraft for Dan Frandson (FAA), and Andrew Swick (NTSB). Aircraft N886KH ran off north end of runway at Leadore, ID and was damaged. Pull all radios on panel center stack for safe keeping. See separate listing for models and serial numbers of avionics.

Inspect brake system. Right brake line broke at top of caliper attach. Removed line for further inspection. Inspected right brake assembly/disc. Brake linings good shape and well above minimums (.100"). Inspect Cleveland 164-01501 brake disc, appears good and above minimum thickness of .327". Right brake petals/linkage appear secure. Brake petal travel went all the way down, in other words – no brake action because of broken line and no fluid in reservoir. First three pumps of right brake petal showed fluid coming out of broken line at caliper, after that – nothing. Aircraft went over some very rough terrain and a wire fence (a steel post was bent over and flattened) before coming to a final stop. This could have broken line at caliper. Unknown if line was hit or fatigue crack.

Left gear folded up in wheel well. Inspected left brake assembly with flashlight and mirror. Limited access for a detailed inspection difficult. Brake line, caliper/disc assembly appears normal and intact. Brake petal action felt very spongy. Reservoir difficult to check because of attitude of aircraft and petal angle, appears low but not conclusive. Light and mirror inspection of brake petal/linkage appears normal.

After looking at tire tracks, it appears wheels/brakes/tires were locked up and skidding for at least 300 feet (see photos), possibly indicating brake system was functioning before perhaps fading for reasons unknown. The skid marks started south (or before) the lone hangar on the airport and continued till the aircraft was leaving the runway. Flaps down and airspeed could have an impact on braking effectiveness.

There is no damage to propeller. Photos appear to show tips bend, but this is a Hartzell "Q tip" prop and the tips are bent at the Hartzell factory as a mod to quiet prop down.

Typical left wing and left side tail damage from losing left gear leg and aircraft dropping down.

Locked up aircraft. No key available but made lock work. See 30-40 pictures taken and have left brake line in my shop waiting for directions from Andrew.

No return to service by Lenny's Airmotive Repair Station KH6R665N.

Lenny's Airmotive Inc.

Custom Aircraft Maintenance & Repair

Repair Station KH6R665N

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