



SUMMARY OF FINDINGS

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Date: September 21, 2022
Person Contacted: Huy Bui (A&P)
NTSB Accident Number: WPR22LA323

Narrative:

The following is a synopsis of the information provided by Mr. Bui in a telephone conversation.

Examination of N3094Q, a Cessna 182K, revealed that bending was observed from the leading edge to the trailing edge of the right horizontal stabilizer about mid span. Bending was also observed on the right elevator from the leading edge to the trailing edge about mid span as seen in figure 1.

Flight control continuity was established from all primary flight control surfaces to the cockpit controls.

Examination of the airplane's brake system revealed that when the airplane's brakes were activated using the rudder pedals, no resistance or pressure was felt on both sets of rudder pedals. Both brake master cylinders are empty. No breaks or leaks were observed in the brake lines. A liquid consistent with brake fluid was observed leaking from both main landing gear brake caliper O-ring seals as seen in figure 2 & 3. Both brake calipers were disassembled and both O-ring seals were flattened, consistent with excessive use/wear. The flattened O-ring seals prevented the proper seal within the brake calipers, resulting in leaking brake fluid.



Figure 1: View of right horizontal stabilizer and elevator damage (photo courtesy of A&P)



Figure 2: View of right main landing gear brake caliper (photo courtesy of A&P)



Figure 3: View of left main landing gear brake caliper (photo courtesy of A&P)