



## MEMORANDUM FOR RECORD

**Heidi Moats**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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**Subject:** ERA15LA322 – Brake Examination  
**Who:** FAA Inspector – Robert McCauley  
Eclipse Aerospace Employee – Cary Winter  
Insurance Adjuster – Kevin Olsen

According to a brake examination under federal oversight, the manufacturer report stated:

- An employee talked to the pilot and the pilot was “asked if the ‘All Interrupt’ button was pressed as described in the AFM when brakes were ineffective. Mr. McMurtrie stated, ‘no – I did not know until after the incident that was what I was supposed to do.’ He further stated the he ‘was not trained’ on the use of the ‘All Interrupt’ button in regards to the brakes.”
- On September 22, 2015, Eclipse Aerospace examined the airplane under the federal oversight of an FAA inspector. During that examination, they noted:
  - That there was no leaking on the hydraulic reservoir. In addition, the quantity was checked through the use of a dipstick.
  - When the brakes were pressed, both sets of pedals produced brake pressure. The pedal pressure increased after the first pump, which was normal for the airplane. In addition, there was no bleed down or reduction in pedal firmness of the brakes when they were pressed.
  - Both Anti-Skid Brake System drive adapters were examined, found to be properly connected, and turning the wheel speed sensor.
  - Both wheel speed sensors rotated freely.
  - There were no anomalies noted with the brake system that would have precluded normal operation prior to the accident.