Good Morning Aaron,

The testing at Crane was completed yesterday. All of the components were tested. To summarize the testing:

1 – Anti-Skid Control Box – The box passed all testing per the Functional Test Plan from Crane. 2 – Brake Control Valve – The valve passed all the tests except for the performance tests. The testing that failed was based on a new production unit, and the results were slightly out of the acceptable performance bands. A discussion with Crane and the team at the inspections where the valves function properly for an in-service valve with similar cycles. I attached the performance plots in the field notes I emailed. Basically that, although the valve failed the testing, the valve would have functioned during braking and anti-skid operations

3 – Wheel speed transducers – The LH transducer passed the testing performed. The RH transducer failed one of the tests at the lowest speed setting. As the transducer was sped up by the testing, it functioned as expected. The transducer was torn down and during an inspection of one of the internal bearings some wear on the bearing could be noticed when the bearing was rotated. Based on some basic calculations, this would related to the aircraft travelling below ~10 knots, which is below the A/S operation speed. As with the brake valve, it is not believed that this anomaly as noted, would not have effected braking operations.

All of the parts have been boxed and are being shipped back to HQ to my attention. (UPS tracking number

Let me know if you have any additional questions, I'll give you a call on Friday to touch base with you on the investigation.

I'll be off to Northrop Grumman tomorrow for work on another accident.

Mike

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