



Aviation Investigation Final Report

Location:	AVALON, California	Accident Number:	LAX96LA242
Date & Time:	June 23, 1996, 15:45 Local	Registration:	N507TH
Aircraft:	Piper PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after touchdown on the runway the left brake failed and he lost directional control. The aircraft veered off the runway and collided with a barbed wire fence. The owner of an aircraft wreckage retrieval firm, who also holds an FAA airframe and powerplant mechanics certificate, was present at the airport when the accident occurred. At the direction of the Safety Board, he examined the aircraft brake system within 10 minutes of the accident. He reported that the left brake disk was cold to the touch, while the right disk was hot. The left brake pedal was stiff and would not move with pressure applied, and the corresponding left brake calipers would not move. The aircraft owner moved the aircraft and repaired it before the brake system could be examined in detail.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the left brake for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

Factual Information

On June 23, 1996, at 1545 hours Pacific daylight time, a Piper PA-34-200, N507TH, collided with a fence following a loss of directional control while landing at the Catalina Island airport. The aircraft was owned and operated by Flight International of Van Nuys, California, and was rented by the pilot for the personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the operation. The aircraft and the airport boundary fence sustained substantial damage. The certificated commercial pilot and his two passengers were not injured. The flight originated at Van Nuys on the day of the accident at 1430 as a flight to the island.

In a telephone interview, the pilot reported that after touchdown on the runway the left brake failed and he lost directional control. The aircraft veered off the runway and collided with a barbed wire fence.

The owner of an aircraft wreckage retrieval firm, who also holds an FAA airframe and powerplant mechanics certificate, was present at the airport when the accident occurred. At the direction of the Safety Board, he examined the aircraft brake system within 10 minutes of the accident. He reported that the left brake disk was cold to the touch, while the right disk was hot. The left brake pedal was stiff and would not move with pressure applied, and the corresponding left brake calipers would not move.

The aircraft owner moved the aircraft and repaired it before the brake system could be examined in detail, and declined to produce the maintenance records.

Pilot Information

Certificate:	Commercial; Flight instructor; Foreign	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	February 1, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1355 hours (Total, all aircraft), 39 hours (Total, this make and model), 1244 hours (Pilot In Command, all aircraft), 379 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N507TH
Model/Series:	PA-34-200 PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7250037
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 22, 1996 100 hour	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1E6
Registered Owner:	HAMID NAVARCHI	Rated Power:	200 Horsepower
Operator:	FLIGHT INTERNATIONAL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VAN NUYS , CA (VNY)	Type of Flight Plan Filed:	None
Destination:	(AVX)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	CATALINA AVX	Runway Surface Type:	Asphalt
Airport Elevation:	1602 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3260 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	33.800251,-118.299514(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons:

Original Publish Date: December 16, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=29480>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).