



Aviation Investigation Final Report

Location:	LYONS, New York	Accident Number:	NYC90LA112
Date & Time:	May 26, 1990, 12:02 Local	Registration:	N7308P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE RAN OFF THE END OF THE RUNWAY AND DOWN AN EMBANKMENT AFTER THE LEFT BRAKE FAILED DURING LANDING. THE PILOT SAID HE HAD BRAKES ON THE RIGHT, BUT NOT THE LEFT. THE FAA EXAMINED THE AIRCRAFT AND FOUND THE LEFT BRAKE WORN TO THE POINT THAT THE PISTON EXTENDED BEYOND ITS NORMAL RANGE AND ALLOWED THE SEAL TO LEAK AND THE BRAKE TO FAIL. THEY ALSO SAID THE RIGHT BRAKE HAD FAILED IN A SIMILAR MANNER 4 HOURS PRIOR AND THE OWNER HAD INSTRUCTED THE REPAIR FACILITY TO ONLY REPLACE THE LININGS ON THE RIGHT SIDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A WORN OUT BRAKE ON THE LEFT MAIN GEAR. FACTORS RELATED TO THE ACCIDENT WERE: THE OWNER'S DECISION NOT TO REPAIR THE LEFT BRAKE AFTER THE RIGHT BRAKE HAD A SIMILAR FAILURE 4 HOURS EARLIER.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. (C) MAINTENANCE,REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
4. (F) TERRAIN CONDITION - DOWNHILL

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 8, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	675 hours (Total, all aircraft), 173 hours (Total, this make and model), 573 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7308P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-2483
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 21, 1989 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5073 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-A1C5
Registered Owner:	ANTHONY J. D'AMICO	Rated Power:	250 Horsepower
Operator:		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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WATERLOO , NY (D93)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.060817,-76.990852(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons:

Original Publish Date: November 9, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36646>

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](#).