



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: February 11 thru March 6, 2018.
Person Contacted: Saro Marcarian
NTSB Accident Number: WPR18LA089

Narrative:

During a series of telephone conversations, Mr. Marcarian stated the following:

- He landed about 100-200 ft beyond numbers for runway 21. As soon as the nose touched the ground, he applied brakes.
- He immediately felt a sensation that the airplane was pulling to the left.
- He released the brakes and tried again, but now realized something was wrong.
- He alternately applied brakes then opposite rudder, but still the airplane veered left.
- He had heard of pilots going off the end of SMO runway before, and did not want that to happen, so with limited runway remaining, he decided to apply heavy brake effort to at least stop it from running off the runway.
- It veered left, and he hoped the veering action would scrub the wheels and slow him down, but it didn't slow as expected, and they hit the hangar.
- He performed a brake check prior to departure and braking action was appropriate.
- He checked the brake fluid levels in the reservoirs at the last oil change.
- He replaced the hydraulic brake lines on the right side in July 2014 using "NylaFlow" nylon tubing, in accordance with the airframe manufacturers construction manual.
- He also replaced the left brake lines a brief time later with the same material, and although there was no entry in the logbooks, he thinks he simply forgot to add the entry.
- During that disassembly, he could not find the sealing washer for the tubing at the caliper fitting and assumed this was the reason for the original leak.
- He stated that the right brake line was replaced because a leak had developed at the fitting on the caliper, such that he found fluid on the ramp during a preflight inspection.