

**Aviation Safety Investigation Report  
198601416**

**Victa Airtourer 100**

**13 April 1986**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

This accident was not the subject of an on site investigation.

**Occurrence Number:** 198601416      **Occurrence Type:** Accident  
**Location:** Mitchelton (12km NW Mangalore) VIC  
**Date:** 13 April 1986      **Time:** 1400  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Victa Airtourer 100  
**Registration:** VH-MUJ  
**Serial Number:**  
**Operation Type:** Private (Pleasure)  
**Damage Level:** Substantial  
**Departure Point:** Penfield VIC  
**Departure Time:** 1400  
**Destination:** Mitchelton VIC

**Approved for Release:** December 24th 1986

**Circumstances:**

The pilot reported that the aircraft brakes were serviceable prior to DEPARTURE. However, when braking was attempted during the landing roll there was no reaction, and no pressure was felt through the brake handle. The aircraft overran the end of the strip and collided with a fence. The brake master cylinder valve seal had failed, allowing the piston to extend further into the cylinder than normal. The piston had in turn become jammed by corrosion products.