

Socata TB9, G-BKIB

AAIB Bulletin No:
9/2001

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Category: 1.1

Aircraft Type and Registration: Socata TB9, G-BKIB

No & Type of Engines: 1 Lycoming O-320-D2A piston engine

Year of Manufacture: 1982

Date & Time (UTC): 13 May 2001 at 1335 hrs

Location: Hawarden Airport, Wales

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 2

Injuries: Crew - None - Passengers - None

Nature of Damage: Minor damage to nosewheel fairing

Commander's Licence: Private Pilots Licence

Commander's Age: 44 years

Commander's Flying Experience: 65 hours (of which 13 were on type)

Last 90 days - 2 hours

Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was landing on tarmac Runway 05 in good weather conditions with a light surface wind from the left. The aircraft was seen by a witness to touch down normally, on the centreline and within the touchdown zone. The pilot reported that upon mainwheel touchdown the aircraft immediately started to turn to the left. Despite the application of right brake pedal he was unable to stop the aircraft leaving the runway and it crossed onto the grass verge, coming to rest on a heading about 120° to the left of the runway heading. During its swerve to the left, the aircraft's right wing tip scraped the ground and the nosewheel fairing received minor damage.

The aircraft was towed to the maintenance area with the local flying school CFI at the aircraft controls. He stated that he could both hear and feel the left brake binding and he had to make a determined effort to keep the aircraft straight. The binding brake had eased considerably by the time the aircraft reached the apron.

There was no damage to the wing tip and the fibreglass nosewheel fairing was repaired. However, this was the second time that the aircraft had veered uncontrollably to the left on landing. After the first occurrence no fault was found with the brakes so the episode was attributed to inadvertent brake application. This time a determined effort was made to locate the cause. The brake assembly was dismantled and carefully examined. The brake pads and brake disc were within wear limits and apart from a very slight fluid seepage, no defect was found which would explain the binding brake. The slave cylinder 'O' ring seal was replaced to rectify the fluid seepage and the aircraft was tested before being returned to service.

There has been no recurrence of the binding brake problem but the flying school is carefully monitoring the aircraft's braking characteristics and briefing pilots to be careful not to accidentally apply pressure to the brake pedals when operating the rudder.