

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Pierre Robin DR400/100 Cadet, G-FTIN	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2A piston engine	
<b>Year of Manufacture:</b>	1988 (Serial no: 1830)	
<b>Date &amp; Time (UTC):</b>	31 August 2013 at 1710 hrs	
<b>Location:</b>	Kirkbride Airfield, Cumbria	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to right wing outboard leading edge	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	791 hours (of which 205 were on type) Last 90 days - 33 hours Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and additional inquiries by the AAIB	

The aircraft was backtracking tarmac Runway 10 at Kirkbride, an airfield which the pilot knew well. He intended to perform a 180° turn to take off on Runway 28; the wind was reportedly from 290° at 10 kt. The pilot stated that, as he positioned the aircraft to the right prior to performing this turn, the right brake started to bind and, despite full left rudder and brake application, he could not prevent the right wing from striking a substantial steel fence post at the side of the runway. The roughly 3 ft 6 in high post formed part of a fence dividing farmland from the airfield and was about 6 ft from the edge of the runway, hidden in tall grass. The aircraft's wheels had not left the runway.

The company which recovered and dismantled the aircraft for repair did not see any evidence of brake seizure or binding, but were not able to perform a function check of the brake system.