

# Jodel D120, G-BKCW

**AAIB Bulletin No: 7/97 Ref: EW/G97/04/08 Category: 1.3**

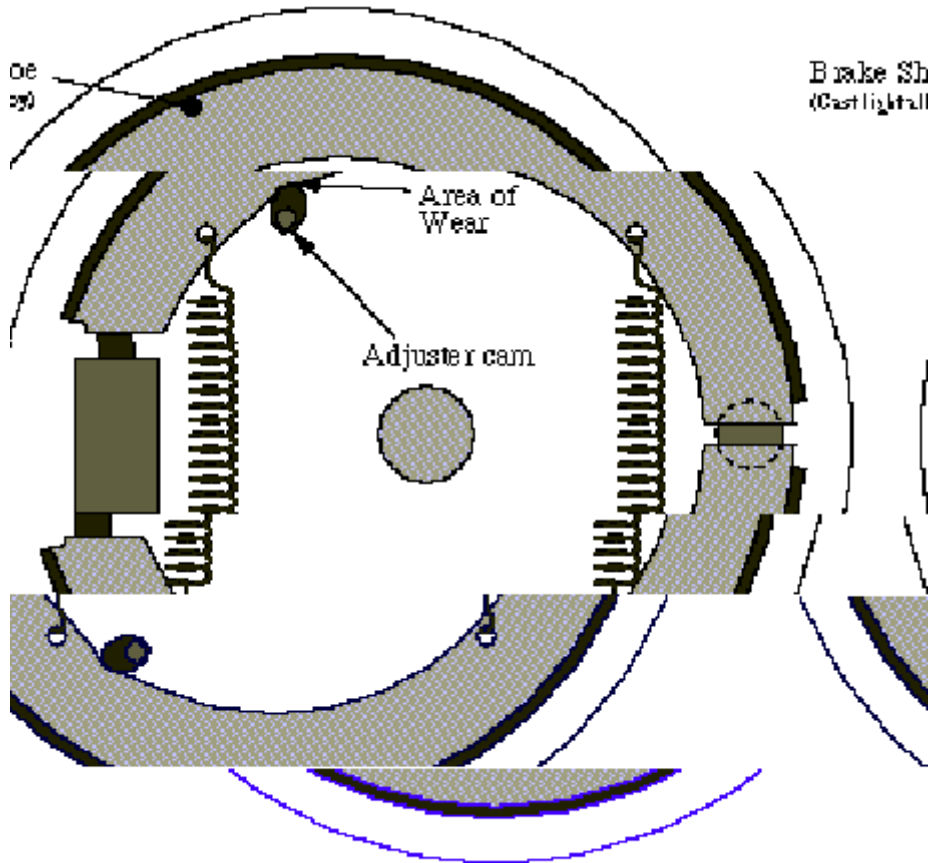
<b>Aircraft Type and Registration:</b>	Jodel D120, G-BKCW
<b>No &amp; Type of Engines:</b>	1 Continental C90-14F piston engine
<b>Year of Manufacture:</b>	1965
<b>Date &amp; Time (UTC):</b>	13 April 1997 at 1140 hrs
<b>Location:</b>	Dundee Airport, Scotland
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Both main landing gears collapsed, damage to left wing ribs, propeller damaged and engine shock loaded
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	53 years
<b>Commander's Flying Experience:</b>	201 hours (of which 117 were on type) Last 90 days - 11 hours Last 28 days - 5 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and additional telephone enquiries

At the end of an uneventful local flight the aircraft was landed normally on the runway, which was 'into-wind'. During the landing run, the aircraft started to pull to the right and, despite the pilot having applied corrective left rudder, a swing to the right developed and the main landing gear collapsed.

Both the pilot and his passenger, reported that it felt as if the right brake had been applied; the passenger also said that he had felt some 'juddering'. The pilot's habitual practice was not to use brakes until the aircraft has slowed to taxiing speed.

Inspection of the aircraft after the accident showed that there was a severe 'flat spot' on the right main wheel tyre indicating that the brake had seized. During the initial examination of the brakes at the maintenance organisation, when the right wheel was 'spun up', the brake first dragged and then suddenly locked. It was found that grooves had been worn in the aluminium brake shoes at the points

where the brake adjustment snail cams impinged on them (as illustrated in the accompanying diagram) and with the changed contact angle between the cams and shoes, the return springs could tend to push the shoes into contact with the brake drum.



Schematic view of Brake mechanism