

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Robin DR400/160 Chevalier, G-BKVL	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D2A piston engine	
<b>Year of Manufacture:</b>	1983	
<b>Date &amp; Time (UTC):</b>	22 July 2008 at 1347 hrs	
<b>Location:</b>	Ledbury Airfield, Gloucestershire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to engine cowling, propeller and right wing leading edge	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	39 years	
<b>Commander's Flying Experience:</b>	992 hours (of which 16 were on type) Last 90 days - 91 hours Last 28 days - 27 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

During taxi along a grass runway a sudden wind gust, or a bump in the runway surface, caused the aircraft to veer to the left. An over-correction to the right and incorrect application of the brakes caused the aircraft to veer to the right, resulting in the right wing leading edge striking a barbed wire fence.

## History of the flight

The pilot was taxiing the aircraft along the grass runway towards the departure end of Runway 07. He was taxiing the aircraft to the right of the runway centreline to allow sufficient room for a left turn at the end of the runway to line up for takeoff. During the taxi a sudden wind gust, or a bump in the runway surface, caused the

aircraft to veer to the left. The pilot reacted instinctively by applying right rudder pedal and applying pressure to the 'toe brakes'. However, this aircraft was equipped with a hand brake instead of toe brakes so no braking action occurred. The right pedal correction proved to be excessive and the aircraft veered 30° to the right. Before the pilot could correct the right yaw and apply the hand brake, the right wing leading edge hit a barbed wire fence at the runway's edge. The wire cut through the wing leading edge, preventing the aircraft from being turned to the left. The propeller then struck the barbed wire and the engine stopped. The pilot carried out his shutdown checks and vacated the aircraft.

**Pilot's assessment of the cause**

The pilot reported that the primary cause of the accident was his unfamiliarity with the braking system on the DR400, having had a long experience flying Piper

Cherokee-series aircraft equipped with toe brakes. He considered that his over-correction on the rudder pedals and his decision to taxi to the right of the runway centreline contributed to the accident.