ACCIDENT

Aircraft Type and Registration:	Grob G109A, G-CINK
No & Type of Engines:	1 Limbach L 2400-EB1AA piston engine
Year of Manufacture:	1982 (Serial no: 6103)
Date & Time (UTC):	19 October 2018 at 1340 hrs
Location:	Deenethorpe Airfield, Northamptonshire
Type of Flight:	Training
Persons on Board:	Crew - 2 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Broken propeller, nose cowling and canopy
Commander's Licence:	British Gliding Association Full Rating with Instructor endorsement
Commander's Age:	55 years
Commander's Flying Experience:	1,740 hours (of which 490 were on type) Last 90 days - 12 hours Last 28 days - 8 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The Grob G109A is a tailwheel motor glider with dual-function airbrake levers which, when pulled, deploy the airbrakes and, when pulled further, apply the mainwheel brakes. The aircraft has a 'car-type' ratchet parking brake. After landing, pilots hold the control column fully back, to keep the tail from lifting, and pull the airbrake lever firmly aft to actuate the wheelbrakes. On this occasion the student pilot did not deflect the airbrake lever sufficiently to generate effective wheel-braking. The instructor called "more brake" three times to prompt him to apply greater force to the lever. The student mis-interpreted these calls and applied the parking brake instead, which resulted in "hard, uncontrolled braking". Despite rapid intervention by the instructor, the aircraft tipped forward damaging the nose cowling and propeller (Figures 1 and 2).

The instructor had considered taking control of the braking sooner but had not wanted to dent the student's confidence after a good landing. He never envisaged that the student would apply the parking brake. The instructor reflected that, in future, he would be more explicit in his use of terminology. Later models of the G109 have been redesigned with toe-brakes instead of the G109A's lever-controlled system.

Figure 1
Damage to nose fairing and spinner

Figure 2
Damage to propeller