

ACCIDENT

Aircraft Type and Registration:	Falco F8L Series 3 (Modified), G-PDGG	
No & Type of Engines:	1 Lycoming O-320-A3A piston engine	
Year of Manufacture:	1959 (Serial no: 208)	
Date & Time (UTC):	24 September 2018 at 1430 hrs	
Location:	Meppershall Airfield, Bedfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller, crankshaft and nose landing gear broken, engine bearer bent and damage to rear fuselage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	1,148 hours (of which 10 were on type) Last 90 days - 26 hours Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot approached Runway 24 with full flap selected. During the landing roll, application of the brakes caused the aircraft to veer right and towards a hedge. The pilot had to release the brakes to correct the aircraft's direction. The same thing happened when the brakes were reapplied. As a result, he was unable to stop the aircraft overrunning the runway.

The pilot was uninjured but unable to exit the aircraft unaided because the rearwards sliding canopy was jammed from the accident.

The brakes on this aircraft were operated by a single, heel operated, pedal which applied both wheel brakes together. An engineer, experienced on type, found that only the right brake was operating normally. The left brake was not adjusted correctly and therefore did not apply any braking to its wheel.

The pilot commented that, in future, when he visits a new private airfield he will "carry out a missed approach and overfly at low level", to assess its geography and layout before landing.

He also recommended that owners of similar aircraft, without a canopy jettison system, have a properly stowed escape assist device available to allow the canopy to be broken for emergency egress, should it become jammed.



Figure 1 Photograph with permission