

**ACCIDENT**

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|--|--|-------------------|
| <b>Aircraft Type and Registration:</b> | Christen Eagle II, G-KLAW  |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Lycoming AEIO-360-A1D piston engine  |                   |
| <b>Year of Manufacture:</b>            | 2010 (Serial no: 003-1)  |                   |
| <b>Date &amp; Time (UTC):</b>          | 21 November 2017 at 1100 hrs   |                   |
| <b>Location:</b>                       | RNAS Yeovilton   |                   |
| <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>               | Main landing gear, tail wheel and fabric on lower left wing damaged                            |                   |
| <b>Commander's Licence:</b>            | Airline Transport Pilot's Licence  |                   |
| <b>Commander's Age:</b>                | 56 years   |                   |
| <b>Commander's Flying Experience:</b>  | 21,000 hours (of which 150 were on type)<br>Last 90 days - 50 hours<br>Last 28 days - 25 hours |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot   |                   |

On landing, the aircraft was initially controlled using the rudder but, as the aircraft decelerated through 40 kt, the pilot attempted to apply differential braking to keep the aircraft straight. It became apparent that the left brake pedal went straight to the floor with little or no braking available on that side. This, combined with a crosswind from the right, meant the pilot was unable to maintain runway heading and the aircraft rotated right through 200° before coming to a stop. The aircraft suffered very little damage, but the main landing gear and tailwheel were replaced as a precaution and some fabric repair was required for the lower left wing.

The brake was subject to a strip-down inspection following the incident. It was noticed that one of the brake callipers had been leaking for some time, which could have contributed to uneven braking forces on the main gear.