

No: 10/90

Ref: EW/G90/07/23

Category: 1c

**Aircraft Type
and Registration:**

Avions Pierre Robin DR400/180, G-FTIL

No & Type of Engines: 1 Lycoming O-360-A3A piston engine

Year of Manufacture: 1988

Date and Time (UTC): 27 July 1990 at 1846 hrs

Location: Biggin Hill Airport, Kent

Type of flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - 1 (minor) Passengers - 1 (minor)

Nature of Damage: Severe to engine, propeller, fuselage and wings

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 44 years

**Commander's Total
Flying Experience:** 140 hours (of which 7 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The wind was reported as 200°/10 kt and the aircraft made an uneventful landing on runway 21, maintaining the centreline throughout. Whilst on the taxiway leading to the west apron, the pilot saw his marshaller ahead and to his right at the southern end of the apron, necessitating a right and then left turn to travel towards him. The right turn was successfully achieved but, as the aircraft did not seem to respond to the left brake, applied in order to turn back towards the marshaller, the pilot applied some engine power to increase the effectiveness of the rudder. In spite of the application of full left rudder, the engine power only accelerated the aircraft on its original track. Reaching the edge of the apron, the right wheel struck a rubber tyre, protecting an edge-marker light, swinging the aircraft further right, across a grass strip and directly into the control tower wall on the west side of the apron. The aircraft sustained considerable damage. The pilot and his passenger, also a pilot, immediately switched off the fuel and electrical systems and vacated the aircraft. There was no fire.

Although the pilot stated that he had full left pedal applied, and this is verified by his passenger who augmented his action, both left and right brakes were successfully used during the removal of the aircraft and subsequent examination revealed no indication of abnormality.