AAIB Bulletin No: 2/95 **Ref: EW/G94/11/10** **Category: 1.2**

Aircraft Type and Registration:	Cessna 310R, G-BGXK
No & Type of Engines:	2 Continental IO-520-M piston engine
Year of Manufacture:	1978
Date & Time (UTC):	21 November 1994 at 1605 hrs
Location:	Perth Aerodrome
Type of Flight:	Private (Training)
Persons on Board:	Crew - 2 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Damage to wingtip fuel tank and minor damage to hangar door
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	49 years
Commander's Flying Experience:	12,600 hours (of which 2,000 were on type) Last 90 days - 100 hours Last 28 days - 50 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB telephone enquiries

The commander reported that the student pilot was handling the aircraft as it taxied in after the fourth flight of the day. The intention was to park on the apron close to the hangar. This required the light application of brakes as the aircraft approached the hangar, due to a downslope on the apron, and during this time the brakes functioned normally. The student then started a right turn in front of the hangar. However, during the turn the student's right brake failed as did the commander's when he tried to stop the aircraft. The aircraft then struck the hangar door with the left wingtip, causing damage to the wingtip fuel tank. The aircraft was shut down and vacated.

Following the accident the maintenance organisation was able to confirm that the right brake was ineffective. No immediate maintenance was carried out, but the next day the brakes were found to function normally.

The maintenance organisation reported that upon detailed investigation of the wheel and brake no obvious defect was found. The brake disc was found to be in good condition; however one wheel half was slightly out of true and this was causing the disc to run out of plane. In the opinion of the maintenance organisation this degree of runout could have caused intermittent braking action and had, it was claimed, done so in past experience. It was also concluded by the maintenance organisation that the associated hydraulic system had not contained any trapped air and was not in need of bleeding.