

Bellanca 8GCBC, G-BGGD

AAIB Bulletin No: 12/2001	EW/G2001/07/21	Category: 1.3
Aircraft Type and Registration:	Bellanca 8GCBC, G-BGGD	
No & Type of Engines:	1 Lycoming O-360-C2E piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	23 July 2001 at 0940 hrs	
Location:	Nympsfield Gliding Club, Gloucestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	275 hours (of which 3 were on type)	
	Last 90 days - 7 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was being prepared for glider towing. The weather was good, with the wind reported as light.

The aircraft wheel brakes are hydraulically actuated, by means of toe pressure applied to the pedals. The parking brake is applied by holding the pedals depressed and operating a parking brake button to maintain the pressure in the system. A second operation of the button releases the parking brake. The pilot reported that the right brake failed to release, after the parking brake was selected off, while the aircraft was being ground handled prior to engine start. Pressing the right brake pedal and cycling the parking brake button cleared the problem.

The pilot then started the engine and taxied to the north side of the field. Brake operation was normal. The aircraft was stopped on the grass surface, the parking brake applied and an engine power check conducted. This revealed an excessive rpm drop during the magneto checks and, after

attempting unsuccessfully to clear the problem, the pilot decided to taxi to the glider launch point to consult the duty tug pilot. On operating the parking brake release and opening the throttle he found that the right wheel was skidding across the grass, rather than turning. He attempted to clear the problem by short applications of brake pedal while on the move as he was concerned about blocking the glider landing area and also tried cycling the parking brake button but without success. However, during the attempts to release the brake, the aircraft's tail rose and the propeller struck the ground. The aircraft remained with the tail in the air. The pilot turned off the switches and fuel and vacated the aircraft uninjured.

The pilot attributed the accident to his failure to stop and deal with the sticking brake, irrespective of his position on the landing area. The combination of forward motion, high thrust line, drag from the sticking brake and possibly a failure to maintain full back stick while paying attention to the locked wheel caused the nose over. He also felt that in looking down at the wheel he might have missed cues that the tail was rising.

The pilot had only very recently been approved as a tug pilot by the gliding club although he did not meet the club guidelines of holding a Silver C Gliding Certificate and having accumulated a minimum of 10 hours gliding (in addition to 10 hours power flying) in the last year. These guidelines have now been made requirements by the club.