

## Extra EA 300, G-IIZI

<b>AAIB Bulletin No: 7/2004</b>	<b>Ref: EW/G2004/04/16</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Extra EA 300, G-IIZI	
<b>No &amp; Type of Engines:</b>	1 Lycoming AEIO-540-L1B5 piston engine	
<b>Year of Manufacture:</b>	1992	
<b>Date &amp; Time (UTC):</b>	25 April 2004 at 1400 hrs	
<b>Location:</b>	Kemble Airfield, Gloucestershire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Minor fuselage damage and propeller tips abraded; engine shockloaded	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence and Flying Instructor Rating	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	10,500 hours (of which 5 were on type)	
	Last 90 days - 128 hours	
	Last 28 days - 85 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The commander was involved in a trial lesson and was seated in the rear seat. This was his fifth flight of the day in G-IIZI and the aircraft appeared fully serviceable. The weather was good with a light and variable surface wind.

With the commander as handling pilot, a normal approach and landing was made on Runway 26. During final approach, the front seat occupant had been reminded to keep his feet well clear of the toe brakes. As the aircraft decelerated through approximately 20 kt, the commander applied gentle and equal braking in preparation for exiting the runway to the right. He was immediately aware of little resistance on the left brake pedal and the aircraft began to swing to the right. The application of full left rudder and full left brake had no discernible effect on directional control and the aircraft ground looped to the right; the left gear collapsed as it did so.

The left brake assembly had been badly disrupted during the accident and no pre-existing defect could be identified.