No: 9/90 **Ref: EW/G90/05/09** **Category: 1c**

Aircraft Type and Registration:	(1) Grumman AA-5A, G-PURR (2) QAC Quickie Q2, G-BPMW
No & Type of Engines:	(1) 1 Lycoming O-320-E2G piston engine (2) 1 Revmaster R2100DQ piston engine
Year of Manufacture:	(1) 1978 (2) 1983
Date and Time (UTC):	11 May 1990 at 1020 hrs
Location:	Blackbushe Airport, Hampshire
Type of Flight:	Private
Persons on Board:	(1) Crew - 1 Passengers - 1 (2) Crew - None Passengers - None
Injuries:	Crew - None Passengers - None
Nature of Damage:	Leading edge of wing (G-PURR) and engine cowling (G-BPMW)
Commander's Licence:	Private Pilot's Licence with IMC rating
Commander's Age:	27 years
Commander's Total Flying Experience:	124 hours (of which 9 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot, together with further enquiries made of the aircraft maintenance agency

The pilot of G-PURR reported that he was taxiing the aircraft to the run up area prior to take-off. On attempting to make a left turn, the pilot became aware that the left brake pedal had suddenly ceased to be effective. The Grumman series of aircraft are controlled on the ground by differential braking and have no nosewheel steering. Thus the brake problem left the aircraft taxying slowly towards a parked machine, G-BPMW, with no facility to turn left or to stop in a straight line.
The pilot applied the right brake which served to slow the aircraft and turn it to the right. Although this avoided running nose-first into G-BPMW it resulted in the left wing of G-PURR coming into contact with G-BPMW, bringing the former to a halt. The pilot immediately shut-down and exited the aircraft.

The maintenance organisation responsible for the aircraft subsequently reported that there was no mechanical defect in the braking system but that there was reason to believe that air had entered the hydraulic system in such a way as to render the left brake ineffective.

The pilot reported that manoeuvres, including left and right turns, had been carried out before the final attempted left turn, but had revealed no problems with brakes or the rudder control.