

Beech 58, N80HC

AAIB Bulletin No:	10/2000	Ref:	EW/G2000/04/19	Category:	1.2
Aircraft Type and Registration:	Beech 58, N80HC				
No & Type of Engines:	2 Continental IO-520-C piston engines				
Year of Manufacture:	1975				
Date & Time (UTC):	27 April 2000 at 0749 hrs				
Location:	Southampton Airport, Hampshire				
Type of Flight:	Private				
Persons on Board:	Crew - 1 - Passengers - None				
Injuries:	Crew - None - Passengers - N/A				
Nature of Damage:	Left propeller bent, engine shock loaded and left main landing gear door damaged				
Commander's Licence:	Private Pilot's Licence				
Commander's Age:	40 years				
Commander's Flying Experience:	678 hours (of which 214 were on type)				
	Last 90 days - 40 hours				
	Last 28 days - 27 hours				
Information Source:	Aircraft Accident Report Form submitted by the pilot and investigation report from maintenance organisation				

The aircraft was being taxied for take off and had back-tracked down the runway with the intention of turning on the 'dumb-bell' at the runway end. As the aircraft entered the dumb-bell, the pilot applied slight left braking to allow a wide turn to the right to align the aircraft with Runway 20 for take off. However when he applied right brake, no braking occurred. Since the aircraft was moving too slowly for there to be any directional control from the rudder, it continued to roll towards the edge of the tarmac and the grassed area beyond.

As the aircraft was approaching the grass the pilot shutdown both engines, but the left propeller was still turning as the left main wheel sank into the soft ground, causing the propeller to strike the edge of the tarmac. The aircraft became bogged down in the soft ground and later had to be extracted using air bags. It was then towed back to the maintenance hangar.

Subsequent tests by the maintenance organisation found that no braking action occurred on the right landing wheel if the right brake pedal of either pilot's position was operated. However,

braking action did occur if the left and right pedals of each set were pressed simultaneously. The symptoms suggested that the right brake shuttle valve was defective. However, although no wear or damage was apparent when it was dismantled and inspected, replacement of the valve restored full braking.