

## Pitts S-1C, G-BRJN

<b>AAIB Bulletin No: 10/2003</b>	<b>Ref: EW/G2003/07/33</b>	<b>Category: 1.3</b>
<b>INCIDENT</b>		
<b>Aircraft Type and Registration:</b>	Pitts S-1C, G-BRJN	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-A2B piston engine	
<b>Year of Manufacture:</b>	1964	
<b>Date &amp; Time (UTC):</b>	10 July 2003 at 1845 hrs	
<b>Location:</b>	Sherburn-in-Elmet, Leeds	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller tips, engine cowling & leading edge of top left wing. Minor damage to two parked aircraft	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	227 hours (of which 82 were on type)	
	Last 90 days - 8 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had arrived at the airfield that evening with the intention of conducting a local flight. After extracting the aircraft from the hangar where it had been parked, he performed a walk-round check before climbing into the cockpit. He then noticed that the master switch was in the 'ON' position and that the battery was flat. He decided that he would start the engine using jump leads and, after chocking the aircraft wheels, he parked his car alongside the aircraft and connected the car battery to the aircraft battery. He then climbed back into the aircraft and started the engine. After adjusting the throttle to a low power setting, he climbed back out to disconnect the jump leads. Whilst he was doing this, the aircraft jumped the chocks and started to move towards the hangar. The pilot was unable to stop the aircraft and it collided nose to nose with a Zlin aircraft parked inside the hangar, which was in turn pushed into an Extra aircraft. The Zlin suffered damage to its propeller and cowling and to the tip of one elevator where it had struck the Extra. The Extra suffered minor damage to its engine cowling.

The pilot believed that the accident had been caused by using wheel chocks of insufficient size and possibly setting the engine speed to high. He also felt that, with hindsight, he should have sought assistance before attempting this procedure.