

AAIB Bulletin No: 1/96

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Category: 1.3

Aircraft Type and Registration: Nord NC854S, G-BIUP

No & Type of Engines: 1 Continental A65-8 piston engine

Year of Manufacture: 1950

Date & Time (UTC): 14 October 1995 at 1630 hrs

Location: Popham Airfield, Hampshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to propeller and right wing; third party damage to stationary Piper Cub aircraft, car and microlight

Commander's Licence: Private Pilot's Licence

Commander's Age: 56 years

Commander's Flying Experience: 138 hours (of which 19 were on type)
Last 90 days - 16 hours
Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot pushed his aircraft into a position approximately 45 feet clear of other parked aircraft in order to start the engine by hand swinging the propeller. He placed chocks in front of the two mainwheels, set the throttle 'CLOSED', the switches 'OFF' and turned the propeller three to four times. He then checked that the throttle was still closed, placed the ignition switch to position No 1 and swung the propeller. The engine started normally and ran at idle power. The pilot then removed the chocks and stowed them in the rear baggage area of the aircraft. As he did so the engine stopped.

He assumed that the problem was due to the ignition system and re-selected the switch to 'BOTH'. He did not replace the chocks and tried to restart the engine. After several attempts he noticed that the engine was flooded and carried out the appropriate drill. After several more attempts, involving a mixture of normal starts and flooded engine drills, the engine eventually fired, slowly at first and, as the pilot moved clear to the left side of the aircraft, the engine RPM increased and the aircraft started to move forward.

The pilot grabbed the left wing strut but was unable to stop the aircraft's progress. He did manage to swing the aircraft in an attempt to turn it away from others parked close by. Unfortunately he was unsuccessful and the right wingtip collided with the right wing and rudder of a parked Piper Cub. At this stage the pilot could no longer retain a grip on his aircraft and it continued at speed where upon the right wing collided with, and demolished, the raised tailgate of a parked car. As the aircraft continued on, the propeller severed the wing of a parked microlight. The engine eventually stopped and the aircraft came to a halt.

Subsequent inspection of the cockpit revealed that the throttle was open and the ignition switch was selected to position No 1.