

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Vans RV-6, G-RVAW	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-A1A piston engine	
<b>Year of Manufacture:</b>	2000 (Serial no: PFA 181-13234)	
<b>Date &amp; Time (UTC):</b>	17 December 2011 at 1100 hrs	
<b>Location:</b>	Wickenby Aerodrome, Lincolnshire	
<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>	Damage to right wing, engine cowl and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	43 years	
<b>Commander's Flying Experience:</b>	193 hours (of which 55 were on type) Last 90 days - 11 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Explanatory note**

The accident occurred on 17 December 2011 but was not reported to the AAIB at the time due to a misunderstanding of the reporting requirements for ground collisions.

**Synopsis**

The pilot experienced difficulty starting the aircraft's engine. He left the cockpit to move the propeller by hand but inadvertently left the magneto switches ON. When he moved the propeller, the engine started and the aircraft moved forward. Its left wing struck the pilot, causing the aircraft to turn left and collide with an adjacent aircraft. There were no reported injuries.

**Description of the accident**

The pilot of G-RVAW reported that he had flown two short flights in the aircraft that day and that, immediately prior to the accident, it was parked on the grass parking area at Wickenby Aerodrome. The pilot had met with a number of friends during the day and together they had made arrangements to depart Wickenby at the same time.

The air temperature at the time was low (Humberside Airport, 15 nm north of Wickenby, reported a temperature of 3°C at 1050 hrs). The aircraft's engine had been slow to start before its first flight but had started normally before its second. However, when the pilot

attempted to start the engine at Wickenby, it would not turn over. He thought that the engine (which was still warm) had stopped at top dead centre and just required turning by hand beyond this point for it to start normally. He therefore switched off the aircraft's electrics and left the cockpit to turn the propeller. As he began to turn it, the engine started and the aircraft began to move forward. The pilot ran out of its way but was caught by the left wing tip. This caused the aircraft to turn to the left and collide with a Vans RV-7, which was stationary alongside with its engine running and one person on board, about to taxi. Both aircraft were damaged but there were no reported injuries.

The pilot explained that he had inadvertently left the magneto switches ON when he left the cockpit to turn the engine by hand. He attributed his mistake to a combination of low experience, the adverse effect of the cold weather on his own performance and a certain amount of time pressure to keep up with the planned joint departure.