

Luscombe 8A Silvaire, G-BSWA

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Aircraft Type and Registration:	Luscombe 8A Silvaire, G-BSWA
No & Type of Engines:	1 Continental A65-8 piston engine
Year of Manufacture:	1946
Date & Time (UTC):	15 June 1997 at 1330 hrs
Location:	Compton Abbas Airfield, Wiltshire
Type of Flight:	Private
Persons on Board:	Crew - None - Passengers - None
Injuries:	Crew - N/A - Passengers - N/A Other - 2 (1 serious, 1 minor)
Nature of Damage:	Extensive to G-BSWA and to a parked Cessna 210
Commander's Licence:	Private Pilot's Licence
Commander's Age:	57 years
Commander's Flying Experience:	310 hours (of which 197 were on type) Last 90 days - 7 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot is a part share owner in this aircraft, which was based at Compton Abbas. After some flying during the morning of 15 June, the aircraft was parked, heading north, about 30 feet forward of a line of other parked aircraft on the south side of the airfield. The aircraft was left with the parking brake set and the control column tied back using the pilot's shoulder harness. After lunch, the pilot returned to the aircraft with the intention of moving it to the refuelling area. The aircraft was not equipped with an electric starter and therefore required to be started by hand swinging the propeller.

The pilot checked that the brakes were on, the fuel switched on, primer locked and the control column still tied back. The aircraft was not chocked. The pilot set the throttle to "tick-over", switched on both magnetos and swung the propeller, but the engine did not start after two attempts. The pilot returned to the cockpit with the intention of switching off the magnetos and

opening the throttle in order to perform another swing to clear the cylinders and recommence the process.

The throttle was left fully open, but the pilot could not recall why he did not switch off the magnetos. With the subsequent swing, the engine fired immediately and ran up to full throttle. The thrust produced overcame the aircraft's parking brake and it began to move forward. Fortunately the pilot had, by this time, moved clear of the propeller. He ran around the left wing strut in an attempt to open the door and close the throttle, but found he could not run quickly enough to catch the door handle.

Instead he pulled on the left wing strut in an attempt to slow the aircraft but this had the effect of initiating a left turn and the pilot fell to the ground. He got up and ran after the aircraft, but a further attempt to open the door failed due to the slipstream and resulted in the pilot falling once more. By this time, the pilot's wife had observed that all was not well and came to assist in the attempt to stop the aircraft. However, she realised that the aircraft was out of control whilst travelling towards her and she threw herself to the ground in order to avoid the propeller. Unfortunately, she was struck by the tailwheel and sustained two broken ribs.

The aircraft performed one further orbit before colliding with the front right side of an unoccupied Cessna T210N, registration N210MP, which sustained extensive damage. The engine of G-BSWA stopped as a result of the collision.

The Civil Aviation Authority General Aviation Safety Sense leaflet 1B, Good Airmanship Guide, contains the following advice regarding engine starting:

Never attempt to hand swing a propeller (or allow anyone else to swing your propeller) unless you know the proper, safe procedure, and there is a suitably briefed person at the controls, the brakes are ON and the wheels are chocked. Check that the area behind the aircraft is clear.