

## Piper PA-28-180, G-BASJ

<b>AAIB Bulletin No:</b>	<b>11/99</b>	<b>Ref:</b>	<b>EW/G99/08/19</b>	<b>Category:</b>	<b>1.3</b>
<b>Aircraft Type and Registration:</b>	Piper PA-28-180, G-BASJ				
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4A piston engine				
<b>Year of Manufacture:</b>	1972				
<b>Date &amp; Time (UTC):</b>	20 August 1999 at 1650 hrs				
<b>Location:</b>	Bristol (Lulsgate) Airport				
<b>Type of Flight:</b>	Private				
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1				
<b>Injuries:</b>	Crew - None - Passengers - None				
<b>Nature of Damage:</b>	Minor to underside of right wing				
<b>Commander's Licence:</b>	Private Pilot's Licence				
<b>Commander's Age:</b>	50 years				
<b>Commander's Flying Experience:</b>	475 hours (of which 250 were on type)				
	Last 90 days - 8 hours				
	Last 28 days - 8 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

The pilot pulled his aircraft from the hangar and parked it pointing up a slight incline with two other aircraft parked close on its left-hand side. He positioned the nosewheel significantly to the left in order to prevent the aircraft rolling backwards until he had entered the cockpit and applied the parking brake. He then completed his external checks, was joined by his passenger, and they both entered the cockpit to prepare for flight. During this time a helicopter was moved from within the hangar and parked close to his right.

The pilot decided, because of the proximity of the helicopter, that he would start his engine and taxi clear of the helicopter to carry out the remainder of his checks. The pilot reported that his application of power was probably more abrupt than necessary with the result that the aircraft veered to the left before corrective rudder could be applied. As a result the aircraft's right wing collided with the wing of a parked aircraft on the left.