

INCIDENT

Aircraft Type and Registration:	Piper PA-34-200 Seneca, G-AZOL	
No & Type of Engines:	2 Lycoming IO-360-C1E6 piston engines	
Year of Manufacture:	1971	
Date & Time (UTC):	14 July 2009 at 1000 hrs	
Location:	Stapleford Flying Club, Essex	
Type of Flight:	No intention of flight	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller blades and dent in leading edge of wing	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	11,587 hours (of which 4,100 were on type) Last 90 days - 82 hours Last 28 days - 31 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst starting the aircraft's right engine, in order to move the aircraft which was obstructing the fuel pumps, it unexpectedly moved forward and its right propeller struck a parked van.

Sequence of events

Although this incident is classified as non-reportable, as there was no intention of flight, there is a significant safety message which warrants the publication of a report by the Air Accidents Investigation Branch.

The flying club had three PA-34 aircraft, two of which were fitted with footbrakes in both pilot positions and one aircraft, G-AZOL, which only had footbrakes fitted in the left pilot's position. An instructor at the club

noticed that G-AZOL had been parked on the taxiway near the fuel pump, preventing other aircraft from being refuelled. The instructor, who was current on the PA-34, assumed that G-AZOL had been parked there for refuelling and that an engine had probably flooded, which would have made it difficult to start. He climbed into the right seat, visually checked that the parking brake was on and proceeded to start the right engine. As it started, the aircraft began to move forward. The instructor attempted to apply the footbrakes, when he realised that they were not fitted to the right pilot's position on this aircraft. The aircraft swung to the left and its right propeller struck the bonnet and radiator grille of a van which had been parked close by. After shutting down the engine, the instructor checked the

parking brake and discovered that it could be pulled on another notch.

Aircraft are no longer allowed to be parked in the area of the fuel pumps and the airfield has reviewed its policy on the parking of vehicles.

Actions following the incident

Following this incident, footbrakes have been fitted to the right pilot's position on G-AZOL such that all the PA-34 aircraft at the club are now of the same standard.