# Morane Saulnier MS.893A, G-AXIT

**AAIB Bulletin No: 1/99 Ref: EW/G98/11/03      Category: 1.3**

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| **Aircraft Type and Registration:** | Morane Saulnier MS.893A, G-AXIT |
| **No & Type of Engines:** | 1 Lycoming O-360-A3A piston engine |
| **Year of Manufacture:** | 1969 |
| **Date & Time (UTC):** | 7 November 1998 at 1030 hrs |
| **Location:** | Seighford Airfield, Staffordshire |
| **Type of Flight:** | Private |
| **Persons on Board:** | Crew - 1 - Passengers - None |
| **Injuries:** | Crew - None - Passengers - N/K |
| **Nature of Damage:** | Substantial to wing leading edges and propeller |
| **Commander's Licence:** | Airline Transport Pilot's Licence |
| **Commander's Age:** | 45 years |
| **Commander's Flying Experience:** | 14,708 hours (of which 1 was on type) |
| | Last 90 days - 190 hours |
| | Last 28 days - 65 hours |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot |

The pilot was planning to use the aircraft as a glider tug. When he attempted to start the engine, he was unable to do so because the aircraft battery was flat, so he decided to start it by hand swinging the propeller. He checked that the parking brake was fully applied and chocked the main wheels using old tyres, the standard practice at the gliding club. Having set the throttle approximately one inch open, he sought assistance in starting the engine, but nobody was available. He therefore rechecked the parking brake and 'chocks', before starting the engine. When the engine started, it was running faster than anticipated and the pilot ran round to the cockpit to close the throttle. As he mounted the step, the aircraft moved forward and he slipped and fell to the ground. By this time, the aircraft was moving forward at a speed which prevented the pilot from boarding it to close the throttle. The aircraft was brought to rest on contact with a fence, causing damage to the wing leading edges and the propeller. Subsequent examination of the aircraft revealed that the parking brake was still fully applied.

The pilot considered that the cause of the accident was a defective parking brake together with inappropriate chocking procedures.