

Gulfstream AA-5A, G-PAWS

AAIB Bulletin No: 6/2002	Ref: EW/G2002/04/10	Category: 1.3
Aircraft Type and Registration:	Gulfstream AA-5A, G-PAWS	
No & Type of Engines:	1 Lycoming O-320-E2G piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	18 April 2002 at 1205 hrs	
Location:	Southend Airport, Essex	
Type of Flight:	Positioning on the ground	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	One person on the ground seriously injured	
Commander's Licence:	Commercial Pilots Licence with Instrument & Instructor Ratings	
Commander's Age:	37 years	
Commander's Flying Experience:	1,680 hours (of which 730 were on type)	
	Last 90 days - 200 hours	
	Last 28 days - 90 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was parked on a grass area near the flying school at Southend airport. The engine would not start using the aircraft battery and it was decided to attempt to 'hand swing' the propeller and then taxi the aircraft to the maintenance area. A flying instructor was the pilot in command and, in accordance with the school's procedures, another instructor was allocated the task of swinging the propeller.

The engine controls, parking brake and magnetos were correctly set and the propeller swung in an attempt to start the engine. The engine did not start therefore a second attempt was made. As soon as the propeller moved the engine started. The first down going blade of the propeller struck the head of the instructor and the second blade struck his arm. The aircraft commander immediately closed the throttle and selected the magnetos to OFF. He then vacated the aircraft and assisted the instructor, who had suffered a cut head and a badly fractured left arm, until an ambulance arrived. The flying school's procedure for hand swinging a propeller previously required this to be

completed by a flying instructor. Since this incident the practice of hand swinging a propeller has been prohibited.