

Beagle Auster D5 Series 180, G-ATMH, 8 September 2002

AAIB Bulletin No: 11/2002	Ref: EW/G2002/09/05	Category: 1.3
Aircraft Type and Registration:	Beagle Auster D5 Series 180, G-ATMH	
No & Type of Engines:	1 Lycoming O-360-A2A piston engine	
Year of Manufacture:	1965	
Date & Time (UTC):	8 September 2002 at 1300 hrs	
Location:	Eyres Field, Dorset	
Type of Flight:	Private - Glider Towing	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Engine shock loaded and damage to propeller	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	49 years	
Commander's Flying Experience:	239 hours (of which 18 were on type)	
	Last 90 days - 9 hours	
	Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot took command of the tug aircraft, from another pilot, with the engine already running. He completed his before take-off checks and taxied the aircraft forward, at a walking pace, to take up the slack on the tow rope that was attached to a glider. He was cleared for takeoff and as the aircraft accelerated he raised the tail but shortly after doing so the propeller struck the ground. The aircraft was brought to a halt, the engine shut down and the fuel and electrics selected to 'OFF'. Subsequent inspection revealed that one of the aircraft brakes was very hot confirming that the pilot had attempted to takeoff with the parking brake applied.

The pilot stated that there was confusion over the verbal brief concerning the use of the parking brake when handing/taking over control of the aircraft with the engine running. Carefully formulated standard operating procedures, diligently followed, would have removed such confusion.

