

No: 9/90

Ref: EW/G90/06/13

Category: 1c

**Aircraft Type
and Registration:**

- (1) Piper PA-34-200T, G-BOGS
- (2) Reims Cessna FA152, G-BILK

No & Type of Engines:

- (1) 2 Continental TSIO-360-E piston engines
- (2) 1 Lycoming O-235-L2C piston engine

Year of Manufacture:

- (1) 1977
- (2) 1980

Date and Time (UTC):

7 June 1990 at 1216 hrs

Location:

Exeter Airport, Devon

Types of Flight:

- (1) Private (training)
- (2) N/A

Persons on Board:

- | | |
|--------------|-------------------|
| Crew - (1) 2 | Passengers - None |
| (2) None | Passengers - None |

Injuries:

- | | |
|-------------|------------------|
| Crew - None | Passengers - N/A |
|-------------|------------------|

Nature of Damage:

- (1) Damaged beyond repair
- (2) Damage to nosewheel assembly and port wing

Commander's Licence:

- (1) Airline Transport Pilot's Licence

Commander's Age:

- (1) 66 years

**Commander's Total
Flying Experience:**

- (1) Over 10,000 hours

Information Source:

Aircraft Accident Report Form submitted by the Seneca pilot and follow-up enquiries.

The Piper Seneca (aircraft 1) and the Cessna 152 (aircraft 2) were both stationary on the light aircraft parking area at Exeter airport to the north of the airport fire station. An unmanned Nubian Major fire appliance was parked outside the fire station and up-slope from the parking area. The Cessna 152 was parked behind the Seneca and was unmanned. The Seneca pilot had started both engines and was completing after-start checks when the driverless fire appliance ran down the slope striking the Seneca in the area of its port engine and nose, pushing it backwards for some 15 to 20 metres. During the backwards slide the Seneca's starboard landing gear failed; its starboard wing struck the Cessna 152's nosewheel assembly and its starboard propellor damaged the Cessna's port wing. The Seneca occupants were unhurt and vacated the aircraft via the normal exit. There was no fire but other

elements of the airport fire service arrived shortly afterwards and laid a precautionary foam carpet. The paved surfaces at the airport were wet and the fire appliance had been restrained only by its parking brake. The fire appliance, which had suffered only minor damage, was checked immediately after the accident; no fault was found within the braking system.

A Fire Service inquiry was convened by the airport authorities to establish why the fire engine remained parked for some minutes before running away unmanned.

Information Source:	Aircraft Accident Report Form submitted by the flying instructor
Commander's Total Flying Experience:	43 hours (all on type)
Commander's Age:	38 years
Commander's Licence:	Student Pilot's Licence
Nature of Damage:	Damage to nose wheel strut, propeller tips and engine mounting
Injuries:	Crew - None Passengers - NA
Persons on Board:	Crew - 1 Passengers - None
Type of Flight:	Private (training)
Location:	Covey Airport, West Midlands
Date and Time (UTC):	16 July 1990 at 1440 hrs
Year of Manufacture:	1971
Aircraft Type and Registration:	Piper PA-38-1

The aircraft was seen to fly a normal approach but appeared not to round out on reaching the runway. The aircraft hit the ground nose-wheel first and bounced several times before coming to rest.