

# Beech 76, G-BXXT

**AAIB Bulletin No: 6/99 Ref: EW/G99/04/01      Category: 1.3**

**Aircraft Type and Registration:** Beech 76, G-BXXT

**No & Type of Engines:** 2 Lycoming O-360-A1G6D piston engines

**Year of Manufacture:** 1979

**Date & Time (UTC):** 4 April 1999 at 1230 hrs

**Location:** Southampton Airport, Hampshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Damage to both propellers, nose fuselage and front windscreen

**Commander's Licence:** Commercial Pilot's Licence with Instrument Rating

**Commander's Age:** 40 years

**Commander's Flying Experience:** 312 hours (of which 2 were on type)

Last 90 days - 2 hours

Last 28 days - 2 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft had taxied in to the parking area after a flight from Old Sarum Airfield. The pilot had set the parking brake by depressing the brake pedals, then pulling out the parking brake handle. At that time, the engines were at idle power. The pilot then increased power to the recommended setting of 1,200 RPM to allow engine cooling before shutdown.

As the pilot was relatively inexperienced on type, he was 'head down' conducting the shutdown checks using the aircraft checklist. During this period, unknown to the pilot, the aircraft began to move forward slowly until it impacted the tail of a Cessna 421 aircraft which was parked in front of it.

After impact, the pilot completed the shutdown checks and vacated the aircraft normally.

Subsequent engineering inspection found no defect with the parking brake system. The aircraft's operator noted that the effectiveness of the parking brake was directly proportional to the amount of pressure being applied to the brake pedals at the time of parking brake application.