

Pierre Robin DR400/140B, G-KIMY

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Category: 1.3

Aircraft Type and Registration:	Pierre Robin DR400/140B, G-KIMY	
No & Type of Engines:	1 Lycoming O-320-D2A piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	3 April 2002 at 1545 hrs	
Location:	Rochester Airport, Kent	
Type of Flight:	Private	
Persons on Board:	Crew 1	Passengers None
Injuries:	Crew None	Passengers N/A
Nature of Damage:	Collapsed engine frame and holes in wing. Propeller sheared off a parked aircraft.	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	67 years	
Commander's Flying Experience:	121 hours (of which 102 were on type)	
	Last 90 days - 3 hours	
	Last 28 days 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

The aircraft was parked beside the fuel pumps and had just been re-fuelled in preparation for flight. After completing the pre-flight checks the pilot started the engine. When the engine started, the aircraft rolled forwards and accelerated in a straight line for a distance of 20 metres towards a parked Socata Rallye aircraft. The left wing of the Robin passed underneath the right wing of the Rallye and the Rallye's flap tracks gouged holes into the Robin's wing. The Robin's nose hit the engine cowling of the Rallye at a 90-degree angle. During the impact, the engine frame of the Robin collapsed and the propeller on the Rallye was sheared off its crankshaft. A passenger was seated in the right seat of the Rallye and its pilot was kneeling on the left wing in the process of boarding. Neither the pilot nor the passenger of the Rallye was injured during the collision.

The Robin's engine stopped as a result of the collision but its cockpit canopy was jammed by deformation of the structure forward of the instrument panel. Under instruction from the airport manager, the Robin pilot attempted to switch off the engine ignition and the aircraft's battery power but the battery master switch pulled out of the instrument panel without moving to the OFF position. Subsequently the aircraft's battery was disconnected and removed. The pilot was freed when the canopy was removed with a crowbar and crash axe.

The Robin aircraft was equipped with a central, hand-operated brake lever and no toe brakes. Prior to engine start, the pilot had omitted to check that the wheel-brakes had been applied and they had not been. Moreover, the throttle was set at a higher than normal power setting for an engine start. When the engine started, the aircraft rolled forwards and accelerated taking the pilot by surprise.

The pilot's previous flight had been in a Cessna 152 that was equipped with toe brakes. The pilot reported that when the aircraft accelerated, he panicked and applied pressure to both rudder pedals in an effort to stop. It seems probable that he also omitted to close the throttle.