

Piper PA-23-250, G-ESKY, 13 September 1997

AAIB Bulletin No: 12/1997

Ref: EW/G97/09/08 Category: 1.3

Aircraft Type and Registration:	Piper PA-23-250, G-ESKY
No & Type of Engines:	1 Lycoming IO-540-C4B5 piston engine
Year of Manufacture:	1971
Date & Time (UTC):	13 September 1997 at 1615 hrs
Location:	Guernsey Airport
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 3
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Damage to both wings and nose area
Commander's Licence:	Private Pilot's Licence with IMC and Night Ratings
Commander's Age:	51 years
Commander's Flying Experience:	390 hours (of which 59 were on type) Last 90 days - 25 hours Last 28 days - Nil
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was about to depart for a flight to Shoreham and was parked on the grass parking area to the south of the control tower. The pilot reported that he carried out the external and pre-flight checks and found everything in order. The right engine was started first and the aircraft held on the parking brake. The left engine was then started and there was still no movement of the aircraft.

As the pilot was checking his instruments and gauges, the aircraft began to move forward slowly on the slight downhill slope. The pilot described that he released the parking brake by *'twisting and pushing'* the 'T' handle and pressed on the toe brake in an attempt to stop the movement. However, the aircraft continued towards the row of parked aircraft immediately ahead. The pilot pulled both engine mixture controls to fully lean, closed the throttles and switched off the magnetos and master switch. The aircraft collided with two other parked aircraft, a Piper PA-34 Seneca, registration G-

BBNI, which sustained major damage and a PA-28R Cherokee Arrow, registration GBAAZ, which sustained minor damage to a wing tip.

The pilot later noted that the park brake handle *'although twisted in the release position was still pulled out by about a quarter of an inch, this being impossible to see from the P1 seat as the park brake is immediately below the control column.'*

Correct setting of the parking brake requires the application of toe brake pressure prior to pulling out the parking brake 'T' handle. This action then mechanically locks in the pressure to the main wheel brakes. In order to release the park brake, it is necessary to apply toe brake pressure then push (but not twist) the parking brake 'T' handle to the fully in position. The aircraft carried a cockpit placard, adjacent to the parking brake handle, indicating that no toe braking was possible while the parking brake handle was in the pulled out position.