

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-140, G-BAHF	
No & Type of Engines:	1 Lycoming O-320-E2A piston engine	
Year of Manufacture:	1971	
Date & Time (UTC):	17 December 2006 at 1330 hrs	
Location:	Coventry Airport	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Minor damage to outer wings; damage to left hand flaps, door and tail cone of an adjacent Piper Seneca	
Commander's Licence:	Commercial Pilot's Licence, with IMC and Instructor ratings	
Commander's Age:	49 years	
Commander's Flying Experience:	780 hours (of which 127 were on type) Last 90 days - 111 hours Last 28 days - 33 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

On starting the engine, the commander failed to notice that the parking brake had not been set, and the aircraft began to move. The aircraft was not fitted with toe brakes and the brake handle was obscured by the right leg of the student pilot, so he stopped the engine by pulling the mixture control. However, there was insufficient time to prevent a low speed collision with an adjacent aircraft.

History of the flight

The commander briefed his student and a passenger for what was intended to be a trial lesson, before escorting them to the aircraft, which he had earlier pulled out of the hangar. As he was assisting the two people into the

aircraft, he observed that the windscreen was rapidly fogging; he then advised them that he would keep the door open until after starting the engine, in an attempt to assist the demisting process.

During engine start, the commander held his feet on the rudder pedals, covering the brakes. After the engine was running, he turned to latch the door, before noticing that the aircraft was moving. He re-applied pressure to the rudder pedals, at which point he realised that this aircraft was not fitted with toe brakes. He then reached for the brake handle with his left hand, but was unable to locate it. In fact the student was blocking access to the handle with his right leg as a result of keeping

his feet away from the rudder pedals, as briefed by the commander. In the short time available, the commander stopped the engine by moving the mixture control to the idle cut-off position, but was unable to prevent a low speed collision with an adjacent Piper Seneca.

The pilot summed up the cause of the incident as a combination of the park brake not being set, his inability to locate the park brake handle quickly due to it being obstructed by the student's leg, and the restricted forward vision due to the misted windscreen.