

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Van's RV-6A, G-RVSH
<b>No &amp; type of Engines:</b>	1 Lycoming IO-360 piston engine
<b>Year of Manufacture:</b>	2004
<b>Date &amp; Time (UTC):</b>	25 June 2006 at 1331 hrs
<b>Location:</b>	Blackbushe Airport, Surrey
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - None
<b>Injuries:</b>	Crew - None                      Passengers - N/A
<b>Nature of Damage:</b>	Damaged propeller and damage to owner's car
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	43 years
<b>Commander's Flying Experience:</b>	178 hours (of which 52 were on type) Last 90 days - 1 hour Last 28 days - 0 hours
<b>Information Source:</b>	Aircraft Accident Report form submitted by the pilot

**Synopsis**

The aircraft hit a motor car during a 'jump' start.

**History of the event**

The aircraft was parked and tied-down in a space at Blackbushe Airport. When the pilot arrived to fly it, he found that the battery was flat, so he drove his Land Rover vehicle onto the airfield, parked it on the right of the aircraft and removed the vehicle battery. He then used jump leads to connect the vehicle battery to the aircraft battery, which is mounted inside the cockpit, and successfully started the aircraft engine. Unfortunately,

as he was removing the jump leads his forehead nudged the throttle open, resulting in breakage of the left tie-down, and the aircraft started to move. Because the right tie-down was intact, the aircraft swung to the right, colliding with the vehicle. Damage was limited to the propeller of the aircraft and the front bumper of the vehicle.

The pilot considers that he was inattentive to the throttle control when removing the jump leads and it would have been safer to remove the aircraft battery and charge it on a battery charger.