Aviation Safety Investigation Report 199905209

Piper Aircraft Corp Cherokee Dakota

06 November 1999

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number:	199905209	Occurrence Type	: Incident		
Location:	Ballina, Aerodrome				
State:	NSW	Inv Category:	4		
Date:	Saturday 06 November 199	9			
Time:	1730 hours	Time Zone	EST		
Highest Injury Level: None					
Aircraft Manufacture Aircraft Model: Aircraft Registration: Type of Operation: Damage to Aircraft:	PA-28-236 VH-ABQ Non-commercial Pleasur Minor		nber: 28-8611001		
Departure Point:	Ballina NSW				
Departure Time:					
Destination:	Unknown				
Crew Details:					

	Hours on		
Role	Class of Licence	Туре Но	urs Total
Pilot-In-Command	Private	410.0	425

Approved for Release: Wednesday, November 17, 1999

After re-fuelling the aircraft (VH-ABQ), the pilot experienced significant difficulty with the engine start. The pilot reported that he attempted a hot start which generally requires a large input of initial throttle. When the engine eventually started, the sudden increase in power exceeded the light braking pressures being applied at the time. The aircraft lurched forward and impacted a vacant, stationary aircraft (VH-DGE) near the fuel bowser before the pilot could retard the throttle and take evasive action. When control of the aircraft was established, the pilot steered clear of the other aircraft and shut down the engine. Both aircraft suffered some minor damage.

The pilot of ABQ had no experience in hot starting the aircraft and did not refer to a formal checklist to assist such a start. It appears probable that the pilot did not engage the parking brake fully and/or apply adequate foot pressure to the brakes residing above the rudder pedals. The pilot did not expect the aircraft to move so quickly and he was unable to retard the throttle and fully brake prior to impact with DGE.

ABQ sustained some damage to the spinner and one propeller blade which had suffered a half inch cut about 6 inches in from the blade tip. DGE had sustained damage to the left hand aft section of the fuselage behind the aft passenger compartment. In particular, this section of the fuselage had been torn by ABQ's propeller which produced a superficial hole of 15 inch diameter in DGE's fuselage skin. In addition, a half inch piece of flap was missing from the left hand side of DGE.