Piper PA-34-200T, G-BEAG, 14 December 1999

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Aircraft Type and Registration:	Piper PA-34-200T, G-BEAG
No & Type of Engines:	2 Continental Motors LTSIO-360-EB1 piston engines
Year of Manufacture:	1976
Date & Time (UTC):	14 December 1999 at 1738 hrs
Location:	Oxford Airport
Type of Flight:	Training
Persons on Board:	Crew - 2 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Left prop of G-BEAG struck and damaged the tail of a parked unattended PA28
Commander's Licence:	Commercial Pilot's Licence with Instructor Rating
Commander's Age:	39 years
Commander's Flying Experience:	3,267 hours (of which 65 were on type) Last 90 days - 62 hours Last 28 days - 46 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

An instructor and student pilots were preparing for a night training detail; one of the student pilots occupied a rear seat as passenger/observer. Having briefed the students the instructor went out to conduct a pre-flight inspection using the check list. He also checked the parking brakes by releasing and re-applying them, and they appeared to him to function normally. After the instructor and students had boarded the aircraft, pre-start checks were completed and the student released and re-applied the parking brakes in a manner similar to that performed by the instructor on the pre-flight inspection. During both engine starts the pilots covered the foot brakes and the instructor looked out to ensure that the aircraft was not moving.

The instructor then looked inside the cockpit whilst the student completed further checks. He then realised that the aircraft was yawing violently to the left and so he quickly closed both throttles. It was apparent that the aircraft had collided with a parked PA-28 (G-BODC). The left engine had stopped and the right one was immediately shutdown. The instructor checked that the parking brake

was still ON, although on re-applying it he found that it was possible to apply an extra 1/4 inch of movement.

The left propeller had embedded itself in the rear of the PA-28 damaging the rudder and tail cone with some debris having been thrown behind the line of parked aircraft. The right propeller had damaged the PA-28's right aileron.

In a comprehensive report the pilot considers that the aircraft may have moved forward after engine start because the brakes were not fully applied since it is normally necessary to pump the brake several times before applying it. He comments that whilst looking inside the cockpit he had no sensation or visual cues that the aircraft was moving until the abrupt yawing movement. Had it been daylight there may have been more clues, such as peripheral vision, which would have alerted him to the situation.