



National Transportation Safety Board Aviation Accident Final Report

Location:	Summerville, SC	Accident Number:	ATL04LA074
Date & Time:	02/07/2004, 1245 EST	Registration:	N21266
Aircraft:	Piper PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot set the parking brake and attempted to start the airplane by rotating the propeller by hand. The airplane started and moved forward, and the pilot climbed up on the right wing to enter the cockpit but slipped and fell to the ground. The pilot grabbed onto the cabin step and was dragged as he attempted to gain access to the cockpit. When the pilot realized a collision with a parked airplane was imminent, he released his hold on the cabin step. The airplane taxied unmanned and collided with a parked airplane. The pilot reported no mechanical malfunction with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate start procedure, which resulted in a run-away airplane.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings
1. (C) STARTING PROCEDURE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings
2. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

On February 7, 2004, at 1245 eastern standard time, a Piper PA-28-161, N21266, registered to and operated by a private owner, taxied unmanned into a parked airplane at Summerville Airport, Summerville, South Carolina. The personal flight was operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed. The private pilot received minor injuries, and the airplane and a parked airplane sustained substantial damage. The flight was originating from Summerville, South Carolina, at the time of the accident.

The pilot was preparing for a flight to Columbia, South Carolina, to deliver the airplane for avionics maintenance. The pilot stated that when he engaged the starter, it made a spinning noise, and the airplane would not start. The pilot set the parking brake and attempted to start the airplane by rotating the propeller by hand. The airplane started and moved forward, and the pilot climbed up on the right wing to enter the cockpit but slipped and fell to the ground. The pilot grabbed onto the cabin step and was dragged as he attempted to gain access to the cockpit. When the pilot realized a collision with a parked airplane was imminent, he released his hold on the cabin step. The airplane taxied unmanned and collided with a parked airplane.

Examination of the airplane revealed damage to the right wing spar and propeller, and the parked airplane sustained damage to the fuselage and left wing. The pilot reported no mechanical malfunction with the airplane.

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	06/22/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	375 hours (Total, all aircraft), 200 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N21266
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-7916031
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/21/2003, Annual	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	90 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3157 Hours at time of accident	Engine Manufacturer:	Aero Engines
ELT:	Installed, not activated	Engine Model/Series:	O-360-D3G
Registered Owner:	Johnny R Hoy	Rated Power:	160 hp
Operator:	Johnny R Hoy	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KCHS, 46 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1256 EST	Direction from Accident Site:	136°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	12° C / 1° C
Precipitation and Obscuration:			
Departure Point:	Summerville, SC (KDYB)	Type of Flight Plan Filed:	None
Destination:	Columbia, SC (KCAE)	Type of Clearance:	None
Departure Time:	1245 EST	Type of Airspace:	Class G

Airport Information

Airport:	Summerville, SC (KDYB)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	56 ft	Runway Surface Condition:	Dry
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.063333, -80.279444

Administrative Information

Investigator In Charge (IIC):	Catherine E Gagne	Report Date:	09/01/2004
Additional Participating Persons:	Marlene Van Beuren; Columbia FSDO - 13; Charlotte, NC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).