

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 05/22/1990

NYC89LA112  
File No. 327                      04/03/1989                      MANCHESTER, NH                      Aircraft Reg No. N2520Z                      Time (Local): 14:30 EDT

Make/Model: CHAMPION / 8KCAB  
Engine Make/Model: LYCOMING / O-360-C2E  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): None  
Type of Flight Operation: Personal  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Last Depart. Point:  
Destination: Local Flight  
Airport Proximity: On Airport  
Airport Name: MANCHESTER  
Runway Identification: 0  
Runway Length/Width (Ft): Unk/Nr  
Runway Surface:  
Runway Surface Condition:

Condition of Light: Day  
Weather Info Src: Pilot  
Basic Weather: Visual Conditions  
Lowest Ceiling: None  
Visibility: .00 SM  
Wind Dir/Speed:  
Temperature (°C): Unk/Nr  
Precip/Obscuration: None

Pilot-in-Command                      Age: 44

Flight Time (Hours)

Certificate(s)/Rating(s)  
Commercial; Multi-engine Land; Single-engine Land  
Instrument Ratings  
Airplane

Total All Aircraft: 1301  
Last 90 Days: 9  
Total Make/Model: 449  
Total Instrument Time: 109

THE PILOT OF THE DECATHLON STATED THAT SHE HAD WARMED UP THE ENGINE AND WAS ATTACHING THE OVER-THE-SHOULDER STRAP FROM THE REAR ATTACHING POINT. AS SHE PULLED THE STRAP TO FASTEN IT, USING AN UNDERHAND MOTION, THE AIRCRAFT 'LURCHED FORWARD AT FULL THROTTLE'. THE TAIL WHEEL WAS COCKED OFF TO THE RIGHT, SO THE AIRCRAFT WENT TO THE RIGHT AT FULL THROTTLE AND CAUGHT THE REAR OF A PIPER PA-32R'S LEFT WING. THE PILOT SAID THAT THE SHOULDER STRAP HAD CAUGHT ON THE REAR POWER QUADRANT AND ADVANCED IT TO FULL THROTTLE WHEN SHE PULLED ON IT TO FASTEN IT. THE DAY FOLLOWING THE ACCIDENT A STATE AERONAUTICS COMMISSION REPRESENTATIVE ATTEMPTED TO DUPLICATE THE ACCIDENT AS DESCRIBED BY THE PILOT AND WAS UNABLE TO DO SO.

Brief of Accident (Continued)

NYC89LA112

File No. 327

04/03/1989

MANCHESTER, NH

Aircraft Reg No. N2520Z

Time (Local): 14:30 EDT

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (F) THROTTLE/POWER LEVER - ENTANGLED
  2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. (C) THROTTLE/POWER CONTROL - INADVERTENT ACTIVATION - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI

Findings

4. (F) OBJECT - AIRCRAFT PARKED/STANDING

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE LOSS OF CONTROL AND COLLISION WITH A PARKED AIRCRAFT DUE TO THE INADVERTENT APPLICATION OF THE THROTTLE THAT TOOK PLACE AS THE PILOT WAS FASTENING THE OVER THE SHOULDER SAFETY HARNESS WHILE WARMING THE ENGINE IN PREPARATION FOR DEPARTURE.