



Aviation Investigation Final Report

Location:	Hebron, Nebraska	Accident Number:	CEN12CA173
Date & Time:	February 25, 2012, 09:30 Local	Registration:	N1213C
Aircraft:	Piper PA-22-135	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he could not start the airplane's engine using the electric starter, so he elected to turn the propeller by hand to start the engine (hand-propping). He stated that when the engine started, the airplane's parking brake did not hold and that the airplane began to roll. He was unable to open the door to reduce the throttle setting, and the airplane subsequently struck a building. The airplane sustained substantial damage to the left wing, the fuselage structure near the firewall, and the engine mount structure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's did not properly secure the airplane prior to rotating the propeller by hand, resulting in inadvertent movement of the airplane and collision with a building.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Tie-down/mooring - Incorrect use/operation

Factual Information

History of Flight

Standing-engine(s) start-up	Ground collision (Defining event)
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Pilot Information

Certificate:	Private	Age:	63, 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 3 With waivers/limitations	Last FAA Medical Exam:	April 13, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2011
Flight Time:	180 hours (Total, all aircraft), 101 hours (Total, this make and model), 129 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1213C
Model/Series:	PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1021
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 15, 2011 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1412 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290 SERIES
Registered Owner:	On file	Rated Power:	135 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hebron, NE (HJH)	Type of Flight Plan Filed:	None
Destination:	Concordia, KS (CNK)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	

Airport Information

Airport:	Hebron Municipal Airport HJH	Runway Surface Type:	
Airport Elevation:	1466 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.152221,-97.586944

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Owen Grimm; FAA-Lincoln, NE FSDO; Lincoln, NE
Original Publish Date:	May 21, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=82991

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