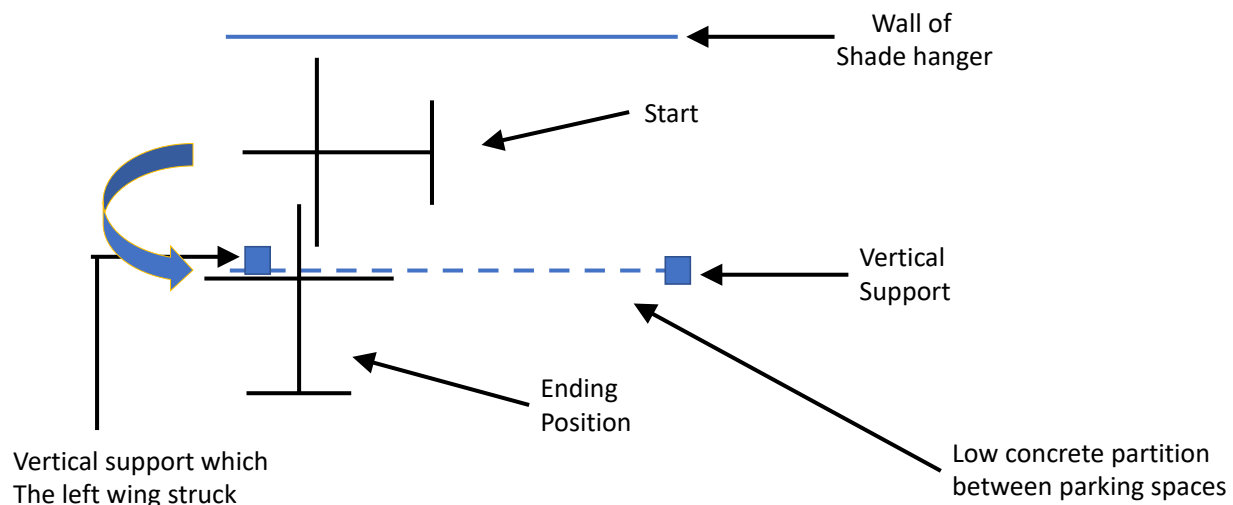


Front page:

PIC description of incident involving 783SF at initial start-up in shade hanger (last space; third row). Preflight of aircraft was performed according to check list. No "abnormalities" other than passenger door was inoperative. The parking brake was checked and in the full set position. It was tested by rocking the aircraft gently during the external preflight. Before engine start check list was performed according to the check list; mixture full out & throttle in $\sim 1/4 - 1/2$ inch. Prop area was cleared, Master switch & beacon light turned on. Feet were placed on the brake pedals – the parking brake was NOT released. The ignition switch was turned and as the engine "caught" the mixture was moved to full rich. It was at this time the airplane jumped forward and pivoted to the left with the left wing striking the vertical support (over – refers to back of page)

Back page:

of the shade hanger. [the word Before is crossed out] Before I could react fully the airplane continued to turn/pivot to the left around the support into the adjoining parking slot. (See diagram).



As the plane pivoted I applied manual brake pressure "equally" on both pedals. The airplane was stopped by pulling the 1) throttle to idle 2) mixture to full lean. The entire incident occurred over a 3-4 second period. The parking brake was never released. Individuals from the FBO came over and contacted "o the" [other?] parties. The airplane was not removed or moved while I was present.

W.J. Jackson

(signature below)