

Henry Hallowell Harvey III
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2:36 I arrived at the airport to preflight the plane, planning on completing my 4th solo. I started down the preflight checklist lowering the flaps then checking fuel quality and quantity and so forth. Once the plane was preflighted and the windshield was cleared (wiping it down with glass cleaner and a clean rag) I called my CFI Greg Young informing him of the condition of the plane, 6 quarts of oil, 36 gallons of usable fuel and around 4 hours of safe flight time. We discussed my plan of staying under 2500 feet in Knoxville's class charlie airspace and flying out to the practice area near the bull run fossil plant and practicing some steep turns before heading back to land at skyranch airfield. I talked to Randy at skyranch in the clubhouse about using the south end of the grass strip to depart to the north due to low winds from the northwest and a more efficient departure route. Then at 2:50 I grabbed the keys and ran through the engine start up checklist making sure to open my window and yell clearly "clear propeller" and wait for any response. The engine was running about a minute afterwards and I made an advisory call to skyranch traffic "Skyranch traffic, 35411 taxiing to the south end of the runway departing to the north, skyranch traffic." Clearing the area by looking left and right I begin to taxi out onto the road leading to the runway, paying careful attention to the planes tied down close by and the hangers to my right. I bring 35411 down the hill at 2:55 staying on the road and I estimate I was travelling about 10-15 miles an hour down the taxi way, about 200meters into the final straight away I do notice the parked lorry vans and my feet get on the brakes, however it was very light doing little to slow me down, I position the plane far left of this narrow road opting to stay on and missjudged the wingtip distance striking the first white lorry with an estimated 1 foot of the right wing. The second I felt the impact I slammed on the brakes and began skidding around 90 degrees as I imagine the right wing was still against the first truck, the ride to stopping was bouncy as the wing deflected and eventually hit a second truck parked behind the first in parallel. The left wing scraped the ground as I swung around and I noticed how the plane was tilting, then the prop struck the ground twice due to the nose wheel suspension rebounding and the tilting motion giving it no clearance. The second I stopped I immediately turned the key to the off position and threw it on the dash, then I remembered the proper shutdown procedure and pulled the master and avionic switch and the mixture. 2 people came running around and I showed them the keys and unbuckled my seatbelt, opened the door and stepped out of the airplane in shock inspecting the damage there were no injuries and the truck was unharmed. People working in hangars immediately came to help and called my CFI as the maintenance crew at skyranch rolled up in a golf cart and called the president.

[REDACTED]
Flying with a temporary student pilots certificate, application number: [REDACTED]

[REDACTED]