

**ACCIDENT**

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| <b>Aircraft Type and Registration:</b> | 1) Cessna 172S Skyhawk, G-SHSP<br>2) Enstrom 480, G-LADZ  |
| <b>No &amp; Type of Engines:</b>       | 1) 1 Lycoming IO-360-L2A piston engine<br>2) 1 Allison 250-C20W turboshaft engine                     |
| <b>Year of Manufacture:</b>            | 1) 1999<br>2) 1993  |
| <b>Date &amp; Time (UTC):</b>          | 31 October 2009 at 1400 hrs   |
| <b>Location:</b>                       | Sleap Airfield, Shropshire  |
| <b>Type of Flight:</b>                 | 1) Private<br>2) N/A  |
| <b>Persons on Board:</b>               | 1) Crew - 1                      Passengers - None<br>2) Crew - None                Passengers - None |
| <b>Injuries:</b>                       | 1) Crew - None                Passengers - N/A<br>2) Crew - N/A                 Passengers - N/A      |
| <b>Nature of Damage:</b>               | 1) G-SHSP: Inboard leading edge of wings<br>2) G-LADZ: Fuselage and rear fin                          |
| <b>Commander's Licence:</b>            | 1) National Private Pilot's Licence<br>2) N/A   |
| <b>Commander's Age:</b>                | 1) 88 years<br>2) N/A   |
| <b>Commander's Flying Experience:</b>  | 1) 1,920 hours (of which 4 were on type)<br>Last 90 days - 2 hours<br>Last 28 days - 1 hour<br>2) N/A |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot  |

The pilot had just refuelled G-SHSP following an uneventful flight in the local area. The parking brake was off during the refuelling and remained off whilst the engine was started. However, for the engine start, the pilot stated that he held his feet on the rudder pedals and toe brakes. Once the engine was running, the pilot completed the engine-start-checklist items before noticing that the aircraft was moving forward. He applied further pressure to the pedals but the aircraft continued to move so he repositioned his feet and

reapplied pressure to the brake pedals. The aircraft responded immediately but only came to a stop as it hit an Enstrom 480 helicopter parked 20 metres from the refuelling location. The collision caused damage to both wing leading edges of the aircraft and damage to the rear fuselage and fin of the helicopter.

The pilot's assessment of the cause of the accident was that his first reaction had been to apply the brakes in the way he was used to from his relatively longer

experience of flying Piper PA-28 aircraft (70 hours) rather than the Cessna C150 or C172 (14 hours total). It should be noted that the Piper and Cessna aircraft referred to above both have toe brakes as part of the rudder pedal installation that require pressure to be applied to the top of the pedals to operate. However,

the rudder pedal and toe brake assemblies differ in that the Piper has rudder pedal pads for rudder control with toe brake pedals attached above the rudder pedals, whereas the Cessna uses a one-piece pedal. Both pedal assemblies are hinged to allow toe brake operation.