

Cessna 150M, G-GLED

AAIB Bulletin No: 7/99 **Ref:** EW/G99/04/06 **Category:** 1.3

Aircraft Type and Registration: Cessna 150M, G-GLED

No & Type of Engines: 1 Continental O-200-A piston engine

Year of Manufacture: 1974

Date & Time (UTC): 8 April 1999 at 1142 hrs

Location: Elstree Aerodrome, Herts

Type of Flight: Private (Training)

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Serious damage to C150 G-GLED

Minor damage to C172 G-BEBI

Severe damage to C150 G-GCNZ

Commander's Licence: Student Pilot

Commander's Age: 33 years

Commander's Flying Experience: 38 hours (of which 38 were on type)

Last 90 days - 1 hour

Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot and his instructor

The student pilot had flown only once in the 18 months preceding the accident; this was a dual flight on 1 April 1999. On the day of the accident, for his second dual flight since resuming flying training, he was briefed by his instructor for the airborne exercises. Because the last few entries in the student pilot's training records were favourable, the instructor invited the student to go to the aircraft and prepare it for flight, including starting the engine. The student pilot agreed and carried out the pre-flight checks alone whilst his instructor completed the pre-flight paperwork.

As the instructor walked across the apron towards the aircraft, the engine started and its speed rapidly increased to well above idling RPM. G-GLED then moved forward towards a Cessna 172 aircraft parked facing it on the opposite side of the taxiway. G-GLED's right wing passed over the right wing of the Cessna 172 but its propeller struck the wing tip inflicting minor damage. G-GLED

then continued forwards and to the left along the line of parked aircraft. Its left wing lifted over the left wing of parked Cessna 150 G-GCNZ until its propeller struck the parked aircraft amidships. This second impact arrested G-GLED's forward travel and stopped the engine. The airfield rescue crew arrived at the scene very quickly and assisted the student pilot to leave the aircraft. He was mentally stunned by the event but otherwise unharmed.

After the accident the student pilot realised that he had mentally transposed the throttle position for starting the engine. Instead of setting the throttle 1/4 travel forward of the fully closed position he had set it 1/4 travel aft of the fully open position. He also admitted that he may not have set the parking brake. When the engine started, he panicked and 'froze' feeling unable to do anything to stop the aircraft moving.

G-GLED and G-GCNZ were registered to the same operator. The total cost of repairs and replacements arising from this accident will be approximately £40,000.