

# Cessna F150H, G-AWUG, 16 September 1996

**AAIB Bulletin No: 12/1996**

**Ref: EW/G96/09/21 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Cessna F150H, G-AWUG
<b>No &amp; Type of Engines:</b>	1 Rolls Royce O-200-A piston engine
<b>Year of Manufacture:</b>	1968
<b>Date &amp; Time (UTC):</b>	16 September 1996 at 1730 hrs
<b>Location:</b>	Glenrothes Airport, Fife
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Minor damage to propeller of G-AWUG. Damage to elevator of adjacent aircraft
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC and Night Rating
<b>Commander's Age:</b>	52 years
<b>Commander's Flying Experience:</b>	484 hours (of which 102 were on type) Last 90 days - 14 hours Last 28 days - 2 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

The pilot was intending to depart from Glenrothes Airport after a club fly-in; her aircraft was parked directly behind Cessna 172 and it was not chocked. All pre-flight checks were completed, during which the parking brake was applied, but when selected the engine failed to start. It was then successfully hand started whilst the pilot applied firm pressure on the brakes to ensure that the aircraft did not move forward. However, whilst the pilot was completing the pre-taxi checks, pressure was inadvertently released from the brake pedals and the aircraft moved forward. The propeller struck the rear of the elevator of the Cessna 172 which was parked in front. The aircraft was shutdown immediately. Subsequent examination of the parking brake found the system to be fully serviceable.