

Reims Aviation SA Cessna F150L, G-HFCB, 18 July 2002

AAIB Bulletin No: 11/2002	Ref: EW/G2002/07/20	Category: 1.3
Aircraft Type and Registration:	Reims Aviation SA Cessna F150L, G-HFCB	
No & Type of Engines:	1 Continental Motors Corps O-200-A piston engine	
Year of Manufacture:	1972	
Date & Time (UTC):	18 July 2002 at 1200 hrs	
Location:	Elmslett Airfield, Suffolk	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Wing tip, possible spar damage and engine shockloaded	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	33 years	
Commander's Flying Experience:	220 hours (of which 164 were on type)	
	Last 90 days - 0 hours	
	Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

The pilot had last flown two years earlier in a Piper PA28 type aircraft. He was about to undertake a flight with an instructor to renew his single-engine licence privileges. The pilot was authorised to carry out a pre-flight inspection using the flying club's C-150 checklist, start the engine and then await the instructor. The pilot reported that he used the checklist procedure to start the engine but that he inadvertently set the throttle too high. He did not set the handbrake and his seat was in a position such that his feet could not reach far enough to apply the toe-brakes (although his feet made contact with the rudder pedals). When the engine started the aircraft accelerated rapidly forwards. The pilot closed the throttle but he was unable to apply the toe-brakes. The aircraft travelled a distance of approximately 50 metres and then came to a rest when the nosewheel entered a drainage ditch. The pilot shut down the engine and then exited the aircraft via the pilot's door.

The flying club's C-150 checklist included requirements to apply the handbrake and adjust the seat position in its 'before engine start' procedure.