

**AAIB Bulletin No:** 2/95      **Ref:** EW/G94/12/11      **Category:** 1.1

**Aircraft Type and Registration:** Shorts SD3-30 Variant 100, G-LEDN

**No & Type of Engines:** 2 Pratt & Whitney PT6A-45R turboprop engines

**Year of Manufacture:** 1981

**Date & Time (UTC):** 24 December 1994 at 0440 hrs

**Location:** Southend Airport, Essex

**Type of Flight:** Public Transport

**Persons on Board:** Crew - 2                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Extensive damage to left propeller, engine and nacelle;  
dents in left side of fuel bowser

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 28 years

**Commander's Flying Experience:** 2,781 hours (1,231 were on type)  
Last 90 days - 203 hours  
Last 28 days - 83 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The commander was asked by ATC to park the aircraft beside a similar aircraft on Stand 5. Having done so, he realised that his aircraft was parked across the yellow chevron ground markings which denoted a clearway to an airfield emergency access gate. As there were no marshallers present, the first officer left the aircraft to perform that duty and the commander leaned out of his side window so as to keep him in sight whilst reversing the aircraft. In order to achieve this position, it was necessary for the commander to undo his lap strap and twist in the seat.

With the parking brake OFF and REVERSE selected on the throttle levers, a small forward movement of the propeller levers was needed to move the aircraft. When the first officer signalled a stop, the commander moved the throttles back, through the Beta range, into what he believed to be the flight idle position to stop the aircraft. When the aircraft had stopped and he had engaged the parking brake, the commander then realised that the aircraft was still obstructing the emergency access path and so he again leaned out of the window to signal that the first officer should come aboard again so that they could move to a different stand.

The commander then twisted round in the opposite direction, so that he could open the cockpit door and watch for the first officer to come aboard. After several seconds, he suddenly realised that the aircraft was moving forward quite quickly and, in an effort to stop it, twisted back to face forward, whilst reaching for the throttles with his right hand, the parking brake lever with his left and the footbrakes with his feet. He believes that, in attempting to achieve this, he applied only the left footbrake and pulled on the steering tiller instead of the parking brake. As a consequence, the aircraft swung sharply left, through over 90°, and struck a fuel bowser parked on the other side of the chevron painted access area.

There was no fire and, having shut down the engines and turned off the electrical systems, the commander left the aircraft.

The commander was asked by ATC to park the aircraft beside a similar aircraft on Stand 3. Having done so, he realised that his aircraft was parked across the yellow chevron ground markings which denoted a clearway to an airfield emergency access path. As there were no marshalls present, the first officer left the aircraft to perform that duty and the commander leaned out of his side window to keep him in sight whilst reversing the aircraft. In order to achieve this position, it was necessary for the commander to undo his lap strap and twist in the seat.

With the parking brake OFF and REVERSE selected on the throttle levers, a small forward movement of the propeller levers was needed to move the aircraft. When the first officer signalled a stop, the commander moved the throttle back, through the Beta range, into what he believed to be the light idle position to stop the aircraft. When the aircraft had stopped and he had engaged the parking brake, the commander then realised that the aircraft was still obstructing the emergency access path and so he again leaned out of the window to signal that the first officer should come aboard again so that they could move to a different stand.