

## Cessna 172N Skyhawk, G-SEVE

<b>AAIB Bulletin No: 7/2003</b>	<b>Ref: EW/G2003/04/03</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Cessna 172N Skyhawk, G-SEVE	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-H2AD piston engine	
<b>Year of Manufacture:</b>	1977	
<b>Date &amp; Time (UTC):</b>	4 April 2003 at 1150 hrs	
<b>Location:</b>	Netherthorpe Airfield, Nottingham	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller damaged	
<b>Commander's Licence:</b>	Student Pilot	
<b>Commander's Age:</b>	48 years	
<b>Commander's Flying Experience:</b>	17 hours (of which 17 were on type)	
	Last 90 days - N/A	
	Last 28 days - N/A	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The student pilot had been asked by his instructor to taxi the aircraft, on his own, from its parking position to the fuel pumps. He completed the before start checks from the checklist, including setting the park brake, and started the engine. The engine started and the aircraft moved rapidly forwards into the rear of a Cessna 150 aircraft parked in front. The propeller of the Cessna 172 caused considerable damage to the tailplane of the Cessna 150 before the pilot was able to shut the engine down.

The pilot, in a very honest report, stated that when he carried out the before start checklist item which required him to set the throttle 1/4 inch open, he had actually set it at 1/4 inch from the firewall by mistake, that is 1/4 inch from fully open. He also commented that the aircraft moved forwards very quickly, under almost full power, and although he attempted to apply the toe-brakes it was too late.