

Cessna 140, G-GAWA

AAIB Bulletin No: 7/97 Ref: EW/G97/03/07 Category: 1.3

Aircraft Type and Registration:	Cessna 140, G-GAWA
No & Type of Engines:	1 Continental C85-12 piston engine
Year of Manufacture:	1946
Date & Time (UTC):	8 March 1997 at 1426 hrs
Location:	Coventry Airport, West Midlands
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Damaged beyond economic repair
Commander's Licence:	Basic Commercial Pilot's Licence with FI Rating
Commander's Age:	53 years
Commander's Flying Experience:	5,950 hours (of which 2,000 were on type) Last 90 days - 77 hours Last 28 days - 14 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB

The commander, in the right seat, was instructing the other pilot in crosswind takeoffs. He had sent the pilot, who held a Private Pilot's Licence, solo on the previous flight one week before; the converting pilot had a total of 180 hours flying experience but had only four hours on tailwheel aircraft. With a surface wind of 080°/08 kt, they were using Runway 35; the runway was dry and 815 metres long.

After the second landing, the aircraft came to a halt on the runway with at least half of the length still remaining. From that position, with the aircraft at rest, the converting pilot advanced the throttle for the next takeoff. Acceleration was normal and the tailwheel lifted clear of the ground. Then, at 55 mph and without any warning or comment, the handling pilot suddenly closed the throttle and applied heavy braking. G-GAWA pitched onto its nose and slid to a halt.

The instructor subsequently commented that he was surprised that the handling pilot had held the aircraft down so long; he considered that it could have been airborne at 45 mph. The handling

pilot apparently had been unhappy with the perceived clearance over the upwind threshold on the previous takeoff. However, apart from this comment he could give no reason for his decision to abort the takeoff; he acknowledged that he had applied the brakes too severely following his decision to stop.