

Cessna 172N, G-BNKE

AAIB Bulletin No: Ref: EW/G2001/03/02 **Category:** 1.3

Aircraft Type and Registration: Cessna 172N, G-BNKE
No & Type of Engines: 1 Lycoming O-320-H2AD piston engine
Year of Manufacture: 1980
Date & Time (UTC): 3 March 2001 at 1150 hrs
Location: Manchester Airport
Type of Flight: Private
Persons on Board: Crew - 2 - Passengers - None
Injuries: Crew - None - Passengers - N/A
Nature of Damage: Wing and propeller damage
Commander's Licence: Private Pilot's Licence
Commander's Age: 53 years
Commander's Flying Experience: 185 hours (of which 85 were on type)
Last 90 days - 2 hours
Last 28 days - 1 hour
Information Source: Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries

The pilot of the Cessna 172 was cleared to taxi, from the Northern Executive apron at Manchester Airport, to holding point 'D2' via taxiways 'A' and 'J'. Taxiway 'D' was being used by aircraft waiting to cross Runway 24R to go to the departure Runway 24L. When the Cessna 172 was at or about 'J10', the clearance limit was changed to holding point 'F2', via 'J7'.

As the Cessna 172 approached the junction of taxiways 'J' and 'D', a Boeing 777, which had been stopped at about 'D3', applied power to move forward to its allocated holding point which had just been vacated by another aircraft. The Boeing 777 was about 90° to taxiway 'J' and the efflux from its engines caused the Cessna 172 to weathercock right and then tip over onto the left wingtip. The occupants were both wearing lap and diagonal upper torso restraint and escaped without injury.

The Airfield Safety Standards Manager assessed that the Cessna 172 was 102.5 metres behind the Boeing 777's engines at the time of the accident. There was no evidence to suggest that the crew of the Boeing 777 applied excessive power to move forward.