

Cessna F150G, G-AVIA

AAIB Bulletin No: 12/99 **Ref:** EW/G99/06/03 **Category:** 1.3

Aircraft Type and Registration: Cessna F150G, G-AVIA

No & Type of Engines: 1 Continental O-200-A piston engine

Year of Manufacture: 1967

Date & Time (UTC): 3 June 1999 at 1306 hrs

Location: Liverpool Airport

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Minor sooting of engine cowling

Commander's Licence: Airline Transport Pilot's Licence with Instructor's Rating

Commander's Age: 42 years

Commander's Flying Experience: 1,851 hours (of which 119 were on type)
Last 90 days - 77 hours
Last 28 days - 45 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft had been standing on the ramp for about 15 minutes after the previous flight and had been externally checked for the next flight. This was intended to be a student's first flight and a full briefing including emergency drills was given to her.

The engine, which was still warm from the previous flight, was primed once but failed to start at the first attempt. It was, therefore, primed again but before the starter was operated, another aircraft taxied in front of G-AVIA and the engine start was delayed for a few seconds. When the other aircraft was clear, another attempt to start the engine was made. However the pilot of the passing aircraft then shouted to them that they had a fire. The commander instructed the student to abandon the aircraft immediately, which she then did.

The commander carried out the fire drill and then left the aircraft, taking the fire extinguisher with him. He observed a small fire near the carburettor air intake and discharged the extinguisher at it, which appeared to extinguish the fire. As a precautionary measure he re-entered the aircraft, switched on the radio and requested assistance from ATC. The Airport Fire Service quickly attended the aircraft and fire crew monitored the engine until they were satisfied that there was no further risk of fire.

