

No: 3/90

Ref: EW/G89/11/06

Category: 1c

**Aircraft Type and Registration:** Cessna F150H, G-AWEO

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

**Year of Manufacture:** 1968

**Date and Time (UTC):** 22 November 1989 at 1400 hrs

**Location:** Coventry Airport, near Coventry

**Type of Flight:** Private (pleasure)

**Persons on Board:** Crew - 1                      Passengers - None

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

**Nature of Damage:** Substantial to aircraft upper surfaces

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 41 years

**Commander's Total Flying Experience:** 69 hours (of which 27 were on type)

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

A large four-piston transport aircraft, DC6, was cleared by ATC to an area adjacent to the holding point for Runway 05 and positioned approximately nose into the surface wind which was reported as 030°/18kt. In this position its slipstream would have been directed towards the holding point for Runway 05. The Cessna 150, G-AWEO, was then cleared to the holding point and subsequently given permission to line-up. On passing behind the DC6, G-AWEO was blown onto its back. The pilot was uninjured and evacuated her aircraft without undue difficulty.

An investigation of the ATC aspects of this accident revealed that at no time did the captain of the DC6 indicate his intention on RTF to perform a power check before take-off. However, it is generally understood that propeller aircraft will perform a power check of some description near to the holding point before each take-off. The ATC investigation concluded that it would have been prudent for the ATCO on duty to pass a warning to the Cessna 150 in the form of "Essential Aerodrome Information".

When performing a power check before take-off it is the responsibility of the commander to ensure that the area behind his aircraft is clear and remains clear. Pilots of light aircraft should also be aware of the dangers of passing behind other aircraft which might be performing, or about to perform, a power check.