

No: 8/92

Ref: EW/G92/06/18

Category: 1c

**Aircraft Type and Registration:** Cessna 172K Skyhawk, G-AZLV  
**No & Type of Engines:** 1 Lycoming O-320-E2D piston engine  
**Year of Manufacture:** 1969  
**Date & Time (UTC):** 18 June 1992 at 0746 hrs  
**Location:** Newcastle International Airport  
**Type of Flight:** Private  
**Persons on Board:** Crew - 1 Passengers - None  
**Injuries:** Crew - None Passengers - N/A  
**Nature of Damage:** Damage to propeller and left wing rib and skin.  
**Commander's Licence:** Private Pilot's Licence with IMC and Night ratings  
**Commander's Age:** 43 years  
**Commander's Flying Experience:** 601 hours (of which 554 were on type)  
Last 90 days - 25 hours  
Last 28 days - 22 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

A Shorts SD3-30 was taxied, by engineering personnel, onto stand 23 at Newcastle Airport; the purpose was to carry out low power engine runs prior to an 'A' inspection. The surface wind was 360°/18 kt and so, although the stand is south orientated, the aircraft was parked on a northerly heading; the tail was directed towards the space between two north/south orientated lines of parked light aircraft, about 150 feet behind. The light aircraft were facing west and the distance between the two lines was about 50 feet.

G-AZLV was parked on the north end of the eastern line of light aircraft; permission was given to taxi to holding point 2 for runway 07. The pilot noted the SD3-30 to his right with engines running and assumed, because of its heading and proximity to holding point 2, that it was awaiting clearance to enter the runway. To get to the holding point the pilot had the option of passing to the right and then in front, or behind and then to the left of the SD3-30; he chose the latter as he thought the former might put him in the way of the SD3-30 should it be given its clearance.

The SD3-30 was carrying out a propeller overspeed governor check; this was done one engine at a time and involved setting the torque to between 1,500 and 2,000 lb-ft, to give 1620 propeller rpm for the test. As G-AZLV passed about 150 feet behind, its right wing suddenly lifted and the nose and right main wheels left the ground. The aircraft skidded to the left and the left wing tip and propeller struck the ground. The engine stopped and the aircraft came to rest in a nose down attitude. The pilot carried out the basic shutdown checks and exited via the left door. The ground crew with the SD3-30 immediately signalled to the engineer on the flight deck and the engines were shut down.

ATC were unaware that the SD3-30 had taxied to stand 23 to carry out the engine run and had therefore not approved it. The attention of the company concerned has been drawn to the fact that aircraft may neither taxi nor run engines at higher than idling power without the permission of ATC.