

## Cessna 150M, G-BPAX and Cessna 152, G-OBEN

<b>AAIB Bulletin No:</b> 6/2004	<b>Ref:</b> EW/G2004/02/09	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Cessna 150M, G-BPAX Cessna 152, G-OBEN	
<b>No &amp; Type of Engines:</b>	1 Continental O-200-A piston engine 1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1975 1978	
<b>Date &amp; Time (UTC):</b>	18 February 2004 at 1440 hrs	
<b>Location:</b>	Shoreham Airfield, West Sussex	
<b>Type of Flight:</b>	Private Training	
<b>Persons on Board:</b>	Crew - 2 Crew - 2	Passengers - None Passengers - None
<b>Injuries:</b>	Crew - None Crew - None	Passengers - N/A Passengers - N/A
<b>Nature of Damage:</b>	G-BPAX left wing damaged G-OBEN propeller damaged	
<b>Commanders' Licence:</b>	JAA Private Pilot's Licence (Aircraft)  UK Commercial Pilot's Licence and Flight Instructor Rating	
<b>Commanders' Age:</b>	21 years 24 years	
<b>Commanders' Flying Experience:</b>	i) 85 hours (of which 60 were on type)  Last 90 days - 5 hours Last 28 days - 0 hours  ii) 380 hours (of which 100 were on type)  Last 90 days - 50 hours Last 28 days - 18 hours	
<b>Information Source:</b>	Aircraft Accident Report Forms submitted by the pilots	

The pilot of G-BPAX had completed the pre-takeoff checks and was taxiing towards Hold B1 for Runway 03, with the nose of the aircraft tracking the centreline of the taxiway. The weather conditions were fine, with a surface wind of 360° at around 12 kt. G-OBEN was located in the engine run-up area prior to Hold B1. The aircraft was stationary, with the parking applied and the pilot under

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instruction was completing the pre-takeoff checks. The aircraft had been intentionally positioned out of wind, with the nose pointing towards the taxiway, so that the propeller wash would not affect the approach path or other aircraft on the ground. As G-BPAX passed abeam the stationary aircraft, the pilot misjudged the available clearance and his left wingtip collided with the turning propeller of G-OBEN, causing damage to both aircraft.

The pilot of G-BPAX accepted that he had misjudged the wingtip clearance available, although in his opinion, he felt the other aircraft had been poorly positioned in the run-up area.