

## Piper PA-23-250, G-KEYS

**AAIB Bulletin No: 2/2000**      **Ref: EW/G99/11/02**      **Category: 1.2**

**Aircraft Type and Registration:** Piper PA-23-250, G-KEYS

**No & Type of Engines:** 2 Lycoming IO-540-C4B5 piston engines

**Year of Manufacture:** 1978

**Date & Time (UTC):** 3 November 1999 at 1857 hrs

**Location:** Glasgow Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 2

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Minor damage to both blades of left propeller

**Commander's Licence:** Commercial Pilot's Licence with Instrument Rating

**Commander's Age:** 65 years

**Commander's Flying Experience:** 3,800 hours (of which over 3,000 were on type)  
Last 90 days - 33 hours  
Last 28 days - 19 hours

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

The aircraft was about to depart for a flight to Londonderry Eglinton. It taxied along taxiway 'A' and, immediately after the pilot was passed his ATC clearance, a further clearance was issued for a take off from Runway 23 at the 'B' taxiway intersection.

It was dark at the time and the pilot recalled noting the landing lights of other traffic on the approach to Runway 23. A message was heard regarding landing traffic at 4 nm from touchdown. As the pilot taxied the aircraft towards the runway, the left propeller contacted an unlit temporary edge light unit on the left side of the 'B' intersection.

There was no engine vibration apparent at full power and the pilot continued his flight to Londonderry. Upon arrival, the damage to both propeller tips was noted, apparently caused by contact with concrete or tarmac. One blade also exhibited a nick in the tip, probably as a result of contact with the light unit. The damage to the propeller was assessed and the aircraft was ferried across to a nearby repair facility during the following day. The pilot then reported the incident to AAIB.

The pilot commented that the haste to enter the runway and take off had been somewhat self induced, as the landing lights of the approaching traffic appeared closer than they actually were at

the time. The pilot also commented that he could have made better use of the aircraft's own landing lights.

The airfield was subject to Notams regarding work in progress on the runway through the night. The full taxiway width of 23 metres was available at Link 'B' at that time, marked with green centreline lights. One temporary light unit was found to have been damaged.