

ACCIDENT

Aircraft Type and Registration:	1) Cessna 182S Skylane, G-EFAM 2) Cessna C-165 Airmaster, G-BTDE
No & Type of Engines:	1) 1 Lycoming IO-540-AB1A5 piston engine 2) 1 Warner Aircraft Corp Scarab 165 piston engine
Year of Manufacture:	1) 1999 2) 1940
Date & Time (UTC):	12 September 2010 at about 1400 hrs
Location:	Manchester Barton Aerodrome
Type of Flight:	1) Private 2) Private
Persons on Board:	1) Crew - 1 Passengers - 2 2) Crew - 1 Passengers - None
Injuries:	1) Crew - None Passengers - None 2) Crew -None Passengers - N/A
Nature of Damage:	1) Leading edge of right wing 2) None
Commander's Licence:	1) Private Pilot's Licence 2) Private Pilot's Licence
Commander's Age:	1) 45 years 2) 67 years
Commander's Flying Experience:	1) 402 hours (of which 264 were on type) 2) 15,343 hours (of which 13 were on type) Last 90 days - 25 hours Last 28 days - 19 hours
Information Source:	Aircraft Accident Report Form submitted by the pilots of both aircraft

The pilot of G-BTDE reported that there was a fly-in at the aerodrome (Manchester Barton) with "39 or so visiting aircraft" and that holding point A2 had been designated for relief parking. The pilot of G-EFAM reported that he was conducting pre-flight checks, with engine and electrics off, adjacent to holding point A2. He reported that he was parked in accordance with the instructions of the aerodrome flight information safety officer.

G-BTDE is a tailwheel aircraft and the pilot reported that he was "weaving and taxiing cautiously" to holding point A3, which required him to transit past holding point A2. He also reported being distracted by the GPS and failing adequately to clear his "blind" (right) side.

Both pilots reported that the right wing of G-BTDE collided with, and slid under, the right wing of G-EFAM,

following which the pilot of G-BTDE shut down his aircraft. G-BTDE was undamaged. The right wing of G-EFAM suffered minor damage close to the wing tip

but subsequently was cleared for flight by a licensed aircraft engineer.