

Piper PA-28-161, G-BSSC

AAIB Bulletin No: 7/2002 **Ref:** EW/G2002/03/21 **Category:** 1.3

Aircraft Type and Registration:	Piper PA-28-161, G-BSSC	
No & Type of Engines:	1 Lycoming O-320-D3G piston engine	
Year of Manufacture:	1982	
Date & Time (UTC):	21 March 2002 at 1529 hrs	
Location:	Oxford (Kidlington) Airport	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to wingtip	
Commander's Licence:	Student Pilot	
Commander's Age:	26 years	
Commander's Flying Experience:	17 hours (All on type)	
	Last 90 days - 17	
	Last 28 days - 12	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After landing from a solo training flight, the student pilot vacated the runway and taxied his aircraft back to the flying club apron. Approaching a left-hand bend, he observed a fuel tanker parked on the edge of the taxiway, refuelling a helicopter. He moved over to the right but on passing abeam the tanker, he heard a noise from the left and saw that the left wingtip had struck the vehicle. ATC also witnessed the incident and instructed him to stop in his present position. This he did, shutting down the engine and vacating the aircraft. On inspection, it was discovered there was significant damage to the aircraft's wingtip and navigation lights and slight paint damage to the tanker.

Although not standard practise, it is not unusual for a tanker to be positioned on the taxiway when the grass is considered too soft to support its weight. Aircraft wing tip clearances therefore cannot be relied upon when pilots adhere to the taxiway centreline. In this instance, the pilot saw the obstruction and he reported that due to his lack of experience he misjudged the separation.