

No: 12/92

Ref: EW/G92/09/05

Category: 1c

Aircraft Type and Registration: (1) DH82A Tiger Moth, G-BALX
(2) Cessna 152 II, G-BHPX

No & Type of Engines: (1) 1 de Havilland Gipsy Major 1C piston engine
(2) 1 Lycoming O-235-L2C piston engine

Year of Manufacture: (1) 1941
(2) 1979

Date & Time (UTC): 5 September 1992 at 1645 hrs

Location: Shoreham Airport, Sussex

Type of Flight: (1) Private
(2) Aerial Work (Instructional)

Persons on Board: Crew - (1) 1 Passengers - (1) 1
(2) 2 (2) None

Injuries: None

Nature of Damage: (1) None
(2) Damage to trailing edge of rudder

Commander's Licence: (1) Basic Commercial Pilot's Licence with IMC rating
(2) Basic Commercial Pilot's Licence with IMC and Instructor ratings

Commander's Age: (1) 60 years
(2) 31 years

Commander's Flying Experience: (1) 896 hours (of which 410 were on type)
Last 90 days - 13 hours Last 28 days - 5 hours
(2) 540 hours (of which 450 were on type)
Last 90 days - 50 hours Last 28 days - 20 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by AAIB

Several aircraft, including G-BALX, were parked to the south side of the threshold of the grass Runway 25 at Shoreham. The Cessna 152 G-BHPX had been at the holding point for this runway for a considerable time, awaiting ATC clearance for take-off for a training detail, and was stationary on a northerly heading. The pilot of G-BALX started up, and made an initial call to ATC indicating that he was ready for departure. At around the same time, G-BHPX was cleared to line up and take-off. The pilot of G-BALX, believing that the clearance was intended for him, taxied northwards past three other parked aircraft towards the runway threshold. He became aware of another aircraft approaching him from the left side, and his attention was thus momentarily distracted in that direction. He then noticed

that there was a Cessna 152 directly ahead of him, just beginning to move forward towards the Runway. Having no main brakes, the commander of G-BALX applied the parking brake, and had almost succeeded in bringing his aircraft to a halt when the propeller of G-BALX hit the trailing edge of the rudder of the G-BHPX. Both aircraft were moved clear of the Runway, and were shut down in order to inspect the damage.

The commander of G-BALX attributed the cause of the accident to his failure to maintain an adequate lookout scan while taxiing, especially in view of the restricted forward vision ahead of the nose of the Tiger Moth. He also commented that his misinterpretation of the ATC instructions on the RTF was as a result of the similarity in the radio call-signs, coupled with the loud background noise associated with the open cockpit of the aircraft.