

Piper PA-28-161, G-BOHO

AAIB Bulletin No: 3/2000 **Ref: EW/G99/12/04** **Category: 1.3**

Aircraft Type and Registration:	Piper PA-28-161, G-BOHO
No & Type of Engines:	1 Lycoming O-320-D3G piston engine
Year of Manufacture:	1980
Date & Time (UTC):	11 December 1999 at 1940 hrs
Location:	Manchester Airport
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 3
Injuries:	Crew - None - Passengers - None
	Note. The aircraft marshaller sustained abrasions to his body and serious injury to his right hand
Nature of Damage:	Slight damage to propeller and paint scraped from right wingtip
Commander's Licence:	Private Pilot's Licence with IMC and Night Rating
Commander's Age:	40 years
Commander's Flying Experience:	285 hours (of which 219 were on type)
	Last 90 days - 26 hours
	Last 28 days - 2 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot, report from Manchester Airport and enquiries by the AAIB

The pilot departed from Cambridge at 1755 hrs and landed at Manchester Airport at 1931 hrs. After landing, the pilot was cleared to taxi to his allocated parking area. As he approached this area, he identified his marshaller who was wearing a fluorescent coat and had two illuminated batons. At the time, it was dark and the surface was damp after some recent rain; the pilot considered that the lighting in the parking area was good, that the braking action was good and that he maintained a slow taxi speed during his manoeuvring.

Following a series of turns the aircraft was passing parallel to a hangar on its right before making a final 90° turn to the left. The pilot was concentrating on the marshaller to his left while glancing to the right as he was aware that his right wingtip was close to the hangar door. When he felt a slight check, he realised that the wing had contacted the door and immediately brought the aircraft to a

halt and applied the brake. The pilot then signalled to the marshaller, by raising his right hand palm out, that he had come to a halt. As he began his aircraft shut down checks, the pilot became aware of the marshaller at the left window of the aircraft. The marshaller had seen the aircraft come to rest, saw that the pilot's window was open and considered that the pilot had gestured to him to approach. They had a short discussion about the wing contacting the hangar door and the marshaller turned and walked away from the aircraft. However, as he did so the right sleeve of his coat contacted the rotating propeller and he was aware of being drawn into the propeller before ending up on the ground in front of the aircraft. He sustained abrasions to his body and serious injuries to his right hand. As the pilot saw the marshaller contact the propeller, he switched off the engine and made an emergency call to ATC before leaving the aircraft to go to the assistance of the marshaller. Medical personnel were on the scene at 1954 hrs and the injured man was transported to hospital.

General Aviation Safety Sense 6B deals with Aerodrome Sense and includes information on standard marshalling signals.