

No: 8/91 **Ref:** EW/G91/06/04 **Category:** 1a

Aircraft Type and Registration: Hawker Siddeley HS 748 Series 2A, G-BGMN

No & Type of Engines: 2 Rolls-Royce Dart 534-2 turboprop engines

Year of Manufacture: 1979

Date & Time (UTC): 8 June 1991 at about 1505 hrs

Location: Exeter Airport, Devon

Type of Flight: Public Transport (ferry flight)

Persons on Board: Crew - 3 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to the left wingtip of the HS748 and to the left tailcone of a parked SD360

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 34 years

Commander's Flying Experience: 6,744 hours (of which 5,592 were on type)

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

The aircraft was flown from Edinburgh to Exeter, the maintenance base, where it landed on runway 26 at 1457 hrs. The aircraft backtracked to the intersection, and turned right to hold on runway 13/31 to await taxi instructions. There was some confusion about where the aircraft was to be parked, but this was resolved, at about 1503 hrs, and clearance was given to taxi to the north side of the Airport.

The commander reported that, as he moved along the north side taxiway, he passed several parked aircraft on his left-hand side, when he heard a "thud" and immediately stopped. He suspected that he may have encountered soft ground, and so he instructed the first officer to carry out a visual inspection; this revealed damage to the left wingtip area and to the rear of a parked aircraft. ATC were informed, at 1507 hrs, that the left wing tip had clipped the tail end of a parked SD360. The damage was inspected by ground engineers before the aircraft was taxied to its parking position.

The commander reported that the aircraft which he had struck was nearer to the taxiway than the others in the line. As the sky was overcast, there was no shadow to assist judgement of the wingtip position relative to the obstruction and so he had relied on the centreline markings to ensure adequate clearance. He also reported that his right mainwheel crossed the taxiway edge onto the grass, at the position of

the impact. At this point, the distance from the centreline to the edge of the taxiway was measured as 7.3 metres (about 24 ft). No accurate measurement was taken of the distance from the rear of the parked aircraft to the taxiway centreline, however, a paced assessment was approximately 39 ft. The wheel track of the HS748 is 24 ft 9 in and the wingspan 98 ft 6 in.

The UK Air Pilot, AGA 2-14-1 dated 31 May 91, carried the following warning for Exeter Airport;

Para 26 (j)

Pilots of aircraft who are required to use a licensed aerodrome are cautioned that although the Northside taxiways are 15 m wide, their associated strips are infringed by parked aircraft. Consequently use of these taxiways by such pilots and aircraft is limited to light single and twin-engined aircraft. Other aircraft should use this taxiway with extreme caution due to the reduced obstacle clearances.