

Cessna 340A, N340YP

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Category: 1.3

INCIDENT

**Aircraft Type and
Registration:**

Cessna 340A, N340YP

No & Type of Engines:

2 Continental TSIO-520 piston engines

Year of Manufacture:

1997

Date & Time (UTC):

15 November 2002 at 1158 hrs

Location:

Cambridge Airport

Type of Flight:

Private

Persons on Board:

Crew - 1

Passengers -
None

Injuries:

Crew - None

Passengers - N/A

Nature of Damage:

Right hand propeller tips bent and right engine shock
loaded

Commander's Licence:

Private Pilots Licence

Commander's Age:

41 years

**Commander's Flying
Experience:**

760 hours (of which 518 were on type)

Last 90 days - 24 hours

Last 28 days - 7 hours

Information Source:

Aircraft Accident Report Form submitted by the pilot

The pilot had completed an uneventful VFR flight from Biggin Hill to Cambridge, landing on Runway 23 and vacating via taxiway Charlie. He had notified airfield operations that he required hard standing parking due to the lack of propeller tip clearance when taxiing his aircraft on grass. The pilot was directed to an approximately semicircular paved area in front of the terminal building and instructed by ATC to park between two Harriers and a large private jet, following the guidance provided by a marshaller.

Having manoeuvred past the three aircraft to enter the curved parking area, the pilot gave a thumbs up signal to the marshaller to indicate that he was ready to follow his signals. The marshaller signalled the pilot initially to go straight ahead and then make a sharp left turn in order to position

the right main landing gear on the edge of the paved surface. The pilot continued to follow the marshaller's signals which were to turn less slowly and then very slowly, implying that the pilot still had further to go to get the wheel close to the edge of the paved area. Whilst the pilot thought that the right main landing gear was probably flush with the grass on the paved area, it was difficult to judge such small distances from the cockpit. The marshaller was in the 11 o'clock position relative to the aircraft which was being taxied at less than walking pace and probably at only one or two knots. The marshaller was indicating to the pilot to go forward by raising his right baton at the same time as indicating with his left baton to turn increasingly slowly to the left. At no point was the pilot signalled to stop.

The pilot heard and felt a sharp splintering noise from the right hand engine and could see debris had been raised into the air. The marshaller continued to signal the pilot to move forward but the aircraft had stopped. As the pilot increased power the right hand engine made an unpleasant sound and he stopped both engines and disembarked to assess the situation.

The pilot found that by slowing down the rate of turn, the aircraft had left the paved surface onto the grass where the right hand propeller had struck a light located on top of a short metal pipe. The right main landing gear wheel had come to rest against the pipe which stopped the aircraft.

The pilot concluded that he had followed the instructions of the marshaller and had not seen the light obstruction because he had been concentrating on the marshaller's signals. Whilst he was aware that the wheel was close to the edge of the paved surface, he believed that the marshaller was able to see the right wheel and prevent it going onto the grass. The wheel had left the paved surface by approximately two tyre widths.