

ACCIDENT

Aircraft Type and Registration:	1) DHC-1 Chipmunk 22, G-ULAS 2) EV-97 Eurostar SI Microlight, G-CIDZ
No & Type of Engines:	1) 1 De Havilland Gipsy Major 10 Mk 2 piston engine 2) 1 Rotax 912UL piston engine
Year of Manufacture:	1) 1952 (Serial no: C1/0554) 2) 2013 (Serial no: 2013-4107)
Date & Time (UTC):	17 July 2014 at 10:01 hrs
Location:	Wycombe Air Park, Buckinghamshire
Type of Flight:	1) Private 2) Training
Persons on Board:	1) Crew - 1 Passengers - 1 2) Crew - 2 Passengers - None
Injuries:	1) Crew - None Passengers - None 2) Crew - None Passengers - N/A
Nature of Damage:	1) Small hole in left wing/body fairing, dents to underside of fuselage, scratch marks on propeller 2) Part of right elevator and tailplane detached
Commander's Licence:	1) Private Pilot's Licence 2) Private Pilot's Licence
Commander's Age:	1) 79 years 2) 58 years
Commander's Flying Experience:	1) 17,600 hours (of which 500 were on type) Last 90 days - 10 hours Last 28 days - 2 hours 2) 1,612 hours (of which 961 were on type) Last 90 days - 60 hours Last 28 days - 29 hours
Information Source:	Aircraft Accident Report Form submitted by the pilots

Synopsis

The two aircraft were preparing for takeoff from hard Runway 06. The Eurostar aircraft, G-CIDZ, was stationary at the holding point when the instructor became aware of the Chipmunk aircraft, G-ULAS, in close proximity. Believing a collision was imminent, the instructor taxied his aircraft forward, at which time the aircraft's right horizontal tailplane and elevator passed through the Chipmunk's propeller disc.

Description of the event

The two aircraft collided at the holding point for the hard Runway 06 at Wycombe Air Park. The weather was fine, with good visibility and a 5 kt surface wind. The Eurostar aircraft,

G-CIDZ, with an instructor and his student on board, was initially stationary while pre-takeoff checks were carried out. The Chipmunk aircraft, G-ULAS was taxiing towards the holding point prior to take off.

The instructor in the Eurostar, who was occupying the right seat, reported that he became aware of an aircraft close by and to his right. He turned his head to see the Chipmunk taxiing directly towards him, its propeller only feet away behind his right shoulder. He applied power and, as his aircraft moved forward, the Chipmunk's propeller cut through the right horizontal tailplane and elevator, removing the outer portions of each. The instructor brought his aircraft to a stop and shut down, before he and his student vacated. The instructor believed that the Chipmunk pilot had not used the correct taxi technique appropriate to a tail wheel type and had therefore been unable to maintain an adequate lookout. He also believed that his action in moving his aircraft forward prevented a more serious occurrence.

The pilot of the Chipmunk was occupying the front seat, with a passenger in the rear seat. The pilot received instructions from ATC to taxi via the grass taxiway adjacent to Runway 06, the taxiway being marked by blue stakes. The pilot observed that the marked taxi route was quite narrow, and it was essential to weave from side to side while taxiing in order to see the area ahead. He also kept his speed low on the grass surface. The pilot noticed that the blue markers had ended, but was unable to see the Runway 06 Hold marker board¹. There was then a noise as his aircraft collided with the marker board, destroying it and causing light damage to the aircraft. The rear seat occupant saw the Eurostar about 3 m ahead and 2 m to the right, and called "STOP" to the pilot.

The pilot stopped the aircraft immediately, at about a 45° angle to the Eurostar. The Chipmunk's nose was between the Eurostar's right wing and tailplane. It was evident to the Chipmunk pilot that neither aircraft could move from this position, so he intended to shut down and push his aircraft back. However, the Eurostar then moved forward, which took its right tailplane through the Chipmunk's propeller disc.

The Chipmunk pilot considered that he should have stopped the aircraft once he lost sight of the last blue marker. Although he had been weaving during taxiing in order to see ahead, he thought this had not been sufficient to be effective.

Footnote

¹ A red rectangular board with numbers '06' in white.