

ACCIDENT

Aircraft Type and Registration:	1) Tecnam P92-EM Echo, G-CBDM 2) AT-16 Harvard IIB, G-AZBN
No & Type of Engines:	1) 1 Jabiru 2200A piston engine 2) 1 Pratt & Whitney R-1340-AN-1 piston engine
Year of Manufacture:	1) 2003 (Serial no: PFA 318-13756) 2) 1942 (Serial no: 14A-1431)
Date & Time (UTC):	8 June 2013 at 1455 hrs
Location:	Deanland Airfield, Sussex
Type of Flight:	1) Private 2) Private
Persons on Board:	1) Crew - 1 Passengers - None 2) Crew - 1 Passengers - None
Injuries:	1) Crew - None Passengers - N/A 2) Crew - None Passengers - N/A
Nature of Damage:	1) Damage to left wing tip and landing gear 2) None
Commander's Licence:	1) Private Pilot's Licence 2) Private Pilot's Licence
Commander's Age:	1) 60 years 2) 52 years
Commander's Flying Experience:	1) 886 hours (of which 768 were on type) Last 90 days - 15 hours Last 28 days - 7 hours 2) 1,291 hours (of which 68 were on type) Last 90 days - 26 hours Last 28 days - 13 hours
Information Source:	Aircraft Accident Report Forms submitted by the pilots and eyewitness accounts

Synopsis

While taxiing towards the runway for departure, the microlight aircraft passed behind a Harvard that was carrying out propeller checks. The propeller wash from the Harvard caused the microlight to be blown onto its left side, damaging its left wing tip and landing gear.

Report by pilot of Tecnam P92-EM Echo, G-CBDM

Towards the end of a 'fly-in' day at Deanland Airfield, the pilot of the three-axis Tecnam Echo microlight, G-CBDM, taxied for departure from Runway 06. In accordance with local flying orders published for the event, the pilot broadcast his intention to taxi on the local Air/Ground radio frequency. He subsequently

brought his aircraft to a stop on the grass taxiway before the runway, with an aircraft ahead carrying out pre-takeoff engine checks. The pilot became aware of a Harvard parked to his right which was starting up. Being behind the Harvard, the pilot was concerned about propeller wash. There was insufficient space to turn around and the taxiway ahead was largely blocked by the other aircraft, although the pilot attempted to manoeuvre forward towards a gap beside it. However, the microlight was then blown onto its left side by the propeller wash from the Harvard.

The microlight pilot, who was uninjured, vacated his aircraft and approached the Harvard in order to alert its pilot to the accident. The Harvard pilot shut down his engine and there was an exchange between them before the Harvard pilot started his engine again and departed. In his report, the Echo pilot noted that he had received no marshalling assistance, nor been warned by marshals of the potential hazard area behind the Harvard.

Report by pilot of AT-16 Harvard IIB, G-AZBN

The pilot of the Harvard reported that he had been in discussion with the 'fly-in' event organisers before the day, on issues including taxiing and parking. It was agreed that he would follow directions for parking on his arrival, and this is what occurred. The pilot also reported that, because of the confined nature of the airfield, he asked one of the event organisers before departing about where he should perform pre-takeoff power checks. The organiser told the pilot that he

could do these where the aircraft was parked, and arranged for another lightweight aircraft parked behind to be moved.

The pilot spoke to the leader of a group of Air Cadets who were providing marshalling assistance, with a view to ensuring the area behind his aircraft was clear. He agreed hand signals to be used to denote engine starting and power increase for pre-takeoff checks. Having given the signal for start, the pilot received a confirmatory nod and started the engine. After about 5 minutes of warming time, the pilot checked behind and gave a hand signal, which was again acknowledged. The pilot increased engine rpm and commenced propeller checks. On the third propeller cycle, the pilot was given a signal to reduce power, after which he learnt that an aircraft had taxied behind and been blown on to its side. Following the exchange with the pilot of G-CBDM, the Harvard pilot re-started and departed without further incident.

Witness accounts

Two eyewitnesses gave their accounts. Both confirmed that the Harvard engine had been running for some time before the Echo taxied behind, and that the Harvard pilot had just commenced his propeller check. One witness observed that the ground over which the Echo was taxiing sloped, and thought this may have made the aircraft more likely to tip when it encountered the propeller wash. Both witnesses reported that only limited marshalling assistance was being provided because the marshals were not formally trained in this role.