

## BN2A MK.III-2 Trislander, G-RBCI

<b>AAIB Bulletin No: 7/2004</b>	<b>Ref: EW/G2004/04/24</b>	<b>Category: 1.2</b>
<b>Aircraft Type and Registration:</b>	BN2A MK.III-2 Trislander, G-RBCI	
<b>No &amp; Type of Engines:</b>	3 Lycoming O-540-E4C5 piston engines	
<b>Year of Manufacture:</b>	1976	
<b>Date &amp; Time (UTC):</b>	28 April 2004 at 0720 hrs	
<b>Location:</b>	Alderney Airport, Channel Islands	
<b>Type of Flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Right hand navigation light, wing tip and trailing edge damaged	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	39 years	
<b>Commander's Flying Experience:</b>	8,600 hours (of which 500 were on type)	
	Last 90 days - 74 hours	
	Last 28 days - 30 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft had been parked overnight at Alderney Airport on the apron area, nose in, fairly close to the terminal, which is adjacent to the ATC Tower. In the morning the commander carried out a pre-flight walk round inspection and also unlocked the castoring nosewheel to allow for a tight turn to the left as he taxied away from the stand. In front of the ATC Tower was a temporary scaffolding construction which was being used by contractors to enable repairs to be carried out. This further restricted the area available for turning on the apron. As the commander taxied off the stand the starboard wing contacted the scaffold causing damage to the wing tip. At the time of the accident the visibility was 1,200 metres in heavy rain.

A single pilot can operate the Trislander aircraft under certain circumstances and this was the operator's normal policy. Nevertheless, the single pilot is at a disadvantage when taxiing as he does not have a satisfactory field of view, from the left hand seat, of the right side of the aircraft.