

ACCIDENT

Aircraft Type and Registration:	Beech B200GT, G-RAFX	
No & Type of Engines:	2 Pratt & Whitney PT6A-52 turboprop engines	
Year of Manufacture:	2008	
Date & Time (UTC):	4 December 2009 at 1137 hrs	
Location:	RAF Valley, Anglesey	
Type of Flight:	Military	
Persons on Board:	Crew - 2	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Significant damage to the right outer wing	
Commander's Licence:	Military	
Commander's Age:	39 years	
Commander's Flying Experience:	2,810 hours (of which 128 were on type) Last 90 days - 77 hours Last 28 days - 30 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft, although operated by the RAF, was on the civil register and therefore subject to investigation under the *Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 1996*. The RAF also instigated a 'Unit Inquiry'.

The aircraft landed on Runway 13 at RAF Valley and was taxiing to park on the northern dispersal to disembark a passenger with the engines running. Fencing had been erected on the right (northern) side of the northern taxiway to protect an area where there was work in progress. ATC warned the crew of the fencing and the possible need to offset the aircraft to the left of the centreline on that part of the taxiway. Both the student, in the left seat, and the handling instructor in the right seat, however, assessed

that maintaining the centreline would keep the aircraft clear of the fence. The student diverted his attention within the cockpit and the instructor concentrated on maintaining the centreline. Shortly afterwards their attention was drawn to a rumbling vibration which they initially assessed as being due either to an uneven taxiway surface or a problem with the landing gear. As they looked to their right however it became clear that the right wing had, for a distance of approximately 5 m, contacted the fence line.

The instructor taxied the aircraft clear of the fence, continued to the dispersal, parked the aircraft and shut down the engines. Inspection revealed significant damage to the outboard section of the right wing.