

# Piper PA-46-310P Malibu, N797HG

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<b>Aircraft Type and Registration:</b>	Piper PA-46-310P Malibu, N797HG	
<b>No &amp; Type of Engines:</b>	1 Continental TSIO-520 SER piston engine	
<b>Year of Manufacture:</b>	1984	
<b>Date &amp; Time (UTC):</b>	29 June 2002 at 0930 hrs	
<b>Location:</b>	Jersey Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Right wing tip damaged and damage to the rudder of a PA-28R Cherokee Arrow III	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	2,150 hours (of which 1,700 were on type)	
	Last 90 days - 30 hours	
	Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and enquiries by AAIB	

N797HG had flown into the airfield from Guernsey the day before the accident. After parking overnight at the Aero Club, the aircraft departed for a flight to Shoreham at 1030 hrs local time. As it taxied out from Light Aircraft Grass Parking (LAGP) area, it passed between two rows of parked aircraft. These aircraft were parked such that N797HG taxied adjacent to the propellers of the aircraft on the left side and the rudders of the aircraft on the right side.

Later, when the N797HG was established in the cruise at FL 130, the pilot observed some loose wires flapping on the right wing tip. After landing at Shoreham, he discovered that the right wing tip strobe light was missing and the navigation light had been damaged. The damage had not been

apparent during the pilot's walkround before the flight. The pilot concluded that it was the result of contact with another aircraft.

At noon the same day, the pilot of a PA-28R Cherokee Arrow III, registration G-BMIV, walked out to his aircraft to find that its rudder had suffered horizontal impact damage. Adjacent to the area of impact were the remains of a strobe light and navigation light, which this pilot reported as resembling parts from a Piper aircraft. G-BMIV had flown into Jersey the previous day without incident.

Enquiries instigated at Jersey established that N797HG was the only aircraft that had departed from the Aero Club LAGP since G-BMIV's arrival. All the indications were that N797HG's right wing tip had contacted G-BMIV's rudder as the former was taxiing out of LAGP area prior to its flight to Shoreham.

Pilots of aircraft weighing less than 3,000 kg may park in the LAGP area at their own discretion. Aircraft are parked in five rows, with five or six aircraft line abreast in each row. There is a marker at the beginning of each row, and a gap of 75 feet (22.7 metres) between each marker. The standard protection distances afforded on aprons and stands at licensed aerodromes are not provided. More appropriate guidance for this form of aircraft parking is contained in Civil Aviation Publication (CAP) 428, entitled Safety Standards at Unlicensed Aerodromes, which states:

*Aircraft will usually taxi and park under their own power. In order to do this safely, the taxi and parking areas should allow for at least 15 metres separation between aircraft extremities, and between aircraft extremities and vehicles or fences.*

As regards right of way on the ground, the Rules of the Air Regulations 1996 state:

*Notwithstanding any air traffic control clearance it shall remain the duty of the commander of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft or with any vehicle.*