

ACCIDENT

Aircraft Type and Registration:	Piper L21B Super Cub, G-BMKB	
No & Type of Engines:	1 Lycoming O-290-D2 piston engine	
Year of Manufacture:	1954	
Date & Time (UTC):	6 April 2006 at 1400 hrs	
Location:	Redhill Aerodrome, Surrey	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right elevator damaged	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	17,081 hours (of which 1,560 were on type) Last 90 days - 13 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

The aircraft was taxiing back to the hangar area after landing when its right elevator made light contact with a holding point marker board, tearing the elevator's fabric surface. This was the second ground accident within five months, involving this marker board, which the AAIB have investigated. The marker board is correctly constructed, positioned and its presence has been well promulgated.

History of the flight

The aircraft, which has a tail wheel, had landed on Runway 26R and been cleared to taxi to Hangar 8 - to the west of the threshold for Runway 18 - via Taxiway A and across the northern end of the grass Runway 18,

which was not in use. While manoeuvring for a parking place in front of Hangar 8, the pilot temporarily lost sight of the G3 marker board, which is situated at the holding point on the west side of the displaced threshold for Runway 18. The aircraft's right elevator made light contact with the marker board, causing a 10 cm tear in the fabric of the elevator.

The pilot reported that, when Runway 26 is in use, the grass area between Taxiway A and Hangar 8, across Runway 18, becomes a very busy thoroughfare. He stated that pilots of aircraft returning to the hangar, in those circumstances, are presented with the rear view of the G3 marker board, set against a background of parked

and manoeuvring aircraft and open hangar doors. He also stated that the marker board is only some 25 to 30 m from the parking area in front of the hangar and, when viewed side-on from the north or south, being 10 cm wide, can easily be lost from sight.

Previous accident

AAIB Bulletin: 6/2006 included a report on an accident on 19 November 2005, involving a Stampe SV4C(G), registration G-BWEF, which also struck the G3 marker board while manoeuvring on the ground. That investigation confirmed that the marker board, which had been installed in August 2005, was correctly constructed and positioned at the holding point for Runway 18 and that information about it had been widely disseminated.

The investigation also revealed that the aerodrome Users' Committee had been suspended in 2004 and that, since then, changes to aerodrome procedures or layout had been communicated to all Redhill based users and groups through e-mails. The report recommended that:

Redhill Aerodrome Limited establishes a programme of regular formal meetings with flying organisations based at the aerodrome to discuss and monitor operating procedures.

In response to that recommendation the aerodrome operator stated:

'Redhill Aerodrome Limited will consult with the based flying training organisations as to the benefits of re-establishing the User's Committee in addition to the consultation/notification presently undertaken by e-mail and the Redhill Aerodrome web site'.

Subsequent actions

As a result of these two collisions the aerodrome manager has amended the taxi routes for fixed wing aircraft; these amendments have been promulgated in the Aerodrome Operator's Circular. These routes will be used for the remainder of the summer. In addition, a Users' Meeting has been planned for 20 September 2006, immediately prior to a consultative committee meeting.