

ACCIDENT

Aircraft Type and Registration:	1) Jabiru UL-450, G-NIGC 2) Jabiru UL-450, G-BZHR
No & Type of Engines:	1) 1 Jabiru Aircraft Pty 2200A piston engine 2) 1 Jabiru Aircraft Pty 2200A piston engine
Year of Manufacture:	1) 2001 2) 2001
Date & Time (UTC):	8 June 2008 at 1430 hrs
Location:	North Coates Airfield, Lincolnshire
Type of Flight:	1) Private 2) Private
Persons on Board:	1) Crew - 1 Passengers - 1 2) Crew - 1 Passengers - 1
Injuries:	1) Crew - None Passengers - None 2) Crew -None Passengers - None
Nature of Damage:	1) Minor damage to the tail fin 2) None
Commander's Licence:	1) Private Pilot's Licence 2) Private Pilot's Licence
Commander's Age:	1) 67 years 2) 75 years
Commander's Flying Experience:	1) 1,200 hours (of which 50 were on type) Last 90 days - 30 hours Last 28 days - 12 hours 2) 1,473 hours (of which 309 were on type) Last 90 days - 14 hours Last 28 days - 12 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The pilot of G-BZHR was taxiing his aircraft past a line of parked aircraft, which were on his right side, when his right wing tip contacted the tail fin of G-NIGC. The pilot had been following the wheel tracks in the grass made by other aircraft and was not monitoring his wing tip clearance.

History of the flight

The pilots of G-BZHR and G-NIGC were attending a 'fly in' at North Coates Airfield in Lincolnshire. The weather was good with CAVOK conditions and Runway 05 was in use. Having been cleared to taxi for the holding point of Runway 05, the pilot of G-BZHR left the main parking area. He followed the tracks in

the grass which had been made by other aircraft that day. He was concentrating on the undulations of the taxiway because he was aware of the possible damage the ground could cause to the Jabiru's nose landing gear. On his right side was a line of parked aircraft facing away from him and, as he passed the last aircraft on the line, the right wing tip of his aircraft struck the vertical fin of that aircraft.

There was sufficient space on the left side of his aircraft to move to the left but as he was following the tracks

in the grass and was not monitoring the clearance from G-NIGC he did not use it. After the impact both pilots closed down their aircraft and inspected the damage.

Conclusion

The pilot concluded that because his attention was fully occupied in looking forward and following the wheel tracks he did not appreciate how close he was to the other aircraft.