

ACCIDENT

Aircraft Type and Registration:	Pitts S-2A, G-TIII	
No & type of Engines:	1 Lycoming AE10-360-A1A piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	25 June 2006 at 1115 hrs	
Location:	Redhill Aerodrome, Surrey	
Type of Flight:	Private	
Persons on Board:	Crew -1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller and underside of fuselage; engine shockloaded; damage to the G3 aerodrome marker board	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	3,506 hours (of which 131 were on type) Last 90 days - 136 hours Last 28 days - 56 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

While being taxied to the parking area after landing, the aircraft collided with a marker board.

runway, the aircraft struck the 'G3' marker board; this board indicated the hold position for Runway 18.

History of the flight

After landing on Runway 08L, the pilot of G-TIII was cleared to vacate to the left and follow the taxiway to the 'A3' hold. Then, as the aircraft was taxiing in a northerly direction, the pilot was cleared to cross the grass to the west towards his parking area. He subsequently commented that he was weaving the aircraft as he crossed Runway 18 to ensure that he avoided the runway markers which were small frangible posts about 12 inches high. However, once clear of the

The weather was good and the pilot acknowledged that he was familiar with the position of the 'G3' board. He also accepted that he had responsibility for ensuring that his taxi route was clear. However, he commented that the board was 'end-on' and therefore least visible from the direction from which he was approaching. Additionally, the background to the board included hangars, parked aircraft and helicopters, which made it more difficult to see.

Background information

This was the third accident involving tailwheel aircraft colliding with the 'G3' board since November 2005.

The first accident, involving G-BWEF on 19 November 2005, was reported in AAIB Bulletin 6/2006 together with the following recommendation:

'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 authority stated:

'Redhill Aerodrome Limited will consult with the based flying training organisations as 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.'

After the second accident, involving G-BMKB on 6 April 2006 and reported in AAIB Bulletin 8/2006, the Aerodrome Operator stated on 27 June 2006 that a User's Meeting was planned for 20 September 2006 but that there appeared to be "little enthusiasm for the meeting". The operator also stated that the taxi routes for fixed wing aircraft had been amended and promulgated in the Aerodrome Operator's Circular. This amendment became effective on 27 June 2006, one day after the accident involving G-TIII. The amendment would be reviewed at the end of the summer period.

Conclusion

Three separate accidents involving different aircraft colliding with the same marker board indicates a problem with the position and conspicuity of the marker board. If the board is required and cannot be made more visible, the sensible solution would be to restrict the movement of aircraft within the vicinity of the board. The aerodrome operator has amended the taxi procedures and the User's Meeting on 20 September 2006 was an appropriate time to review the situation.