

Piper PA-38-112, G-BNXV

AAIB Bulletin No: 6/99 Ref: EW/G99/04/26 Category: 1.3

Aircraft Type and Registration: Piper PA-38-112, G-BNXV

No & Type of Engines: 1 Lycoming O-235-L2A piston engine

Year of Manufacture: 1979

Date & Time (UTC): 9 April 1999 at 1121 hrs

Location: Teesside Airport

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Minor damage to left wingtip

Commander's Licence: Private Pilot's Licence

Commander's Age: 47 years

Commander's Flying Experience: 156 hours (of which 68 were on type)
Last 90 days - 9 hours
Last 28 days - 7 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

After a local flight, the pilot landed on Runway 23, turned off at Taxiway Bravo and returned the aircraft to its parking area. On the pre-flight inspection for the next flight, another pilot noticed some damage to the left wingtip and an internal investigation was initiated.

The combined navigation and strobe light fitting, belonging to G-BNXV, was subsequently found beside a fence which had been positioned alongside Taxiway Bravo while some airfield surface repair work was being carried out. While the work was being completed, the Airport Authority had restricted the use of Taxiway Bravo to aircraft with a wingspan of less than 23 metres. The old centreline marking had been blacked out and a new centreline painted. This information had been circulated as a NOTAM. The wingspan of G-BNXV is 10.36 metres.

Neither the pilot nor his passenger had been aware of any incident until informed by the Flying Club later in the day. The pilot's recollection was that he had followed the centreline after he had vacated the runway.