

No: 9/92

Ref: EW/G92/06/22

Category: 1c

**Aircraft Type and Registration:** Cessna 152, G-BNSN

**No & Type of Engines:** 1 Lycoming O-235-N2C piston engine

**Year of Manufacture:** 1983

**Date & Time (UTC):** 25 June 1992 at 1640 hrs

**Location:** Bristol (Lulsgate) Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Leading edge of aircraft's left wing and a bowser's windscreen

**Commander's Licence:** Australian Private Pilot's Licence

**Commander's Age:** 29 years

**Commander's Flying Experience:** 101 hours (of which 52 were on type)  
Last 90 days - 4 hours  
Last 28 days - 1 hour

**Information Source:** Aircraft Accident Report Form submitted by the pilot

G-BNSN was at the head of a line of three aircraft which were parked on a small apron off the main taxiway. The other two were parked with the nose of each aircraft behind and to the left of the preceding aircraft's tailplane; this arrangement required an immediate left turn at the start of taxiing.

The pilot was given clearance by ATC to taxi to holding point Charlie. He commenced an immediate and tight left turn through 180° during which the left wing of G-BNSN struck the windscreen of a bowser which was refuelling the second aircraft in the line of three. The damaged aircraft was shut down and evacuated without difficulty.

The bowser had apparently driven up to the aircraft adjoining G-BNSN after the pilot had entered it. He did not notice its arrival partly because he was concentrating on pre-flight cockpit procedures and partly because it approached from behind him and remained largely out of view. As he commenced taxiing, the pilot's thoughts were apparently directed at locating holding point Charlie.