

**ACCIDENT**

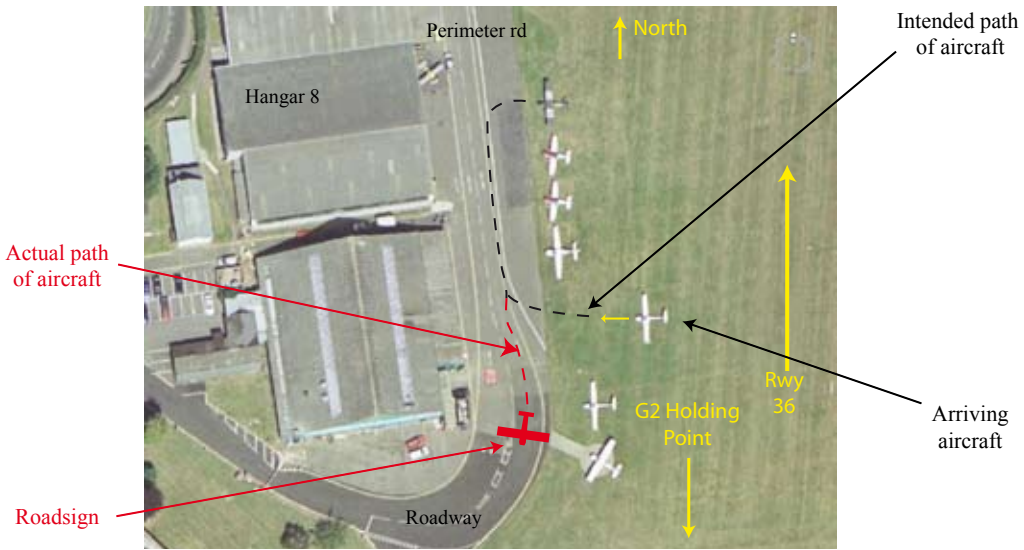
<b>Aircraft Type and Registration:</b>	Stampe SV4A (Modified), G-AZNK	
<b>No &amp; type of Engines:</b>	1 Gipsy Major 10 MK1 piston engine	
<b>Year of Manufacture:</b>	1946	
<b>Date &amp; Time (UTC):</b>	4 August 2006 at 1015 hrs	
<b>Location:</b>	Redhill Aerodrome, Surrey	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - Nil	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller and landing gear	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	56 years	
<b>Commander's Flying Experience:</b>	372 hours (of which 16 were on type) Last 90 days - 4 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries	

**Synopsis**

After taxiing in front of a hangar for a short distance, the pilot found that the point at which he intended to turn onto the grass surface had been obstructed by an arriving aircraft. The pilot continued to taxi the aircraft in an attempt to find another suitable point and, in doing so, entered an area not intended for aircraft movements. In searching for a new turning point, he looked solely out of the left side of the cockpit and did not see a road sign and traffic island positioned to his right. The aircraft struck the road sign at slow speed, damaging the propeller and landing gear.

**History of the flight**

The aircraft had been parked amongst a line of light aircraft, on the apron area facing Hangar 8. After start up, the pilot was given clearance to taxi on the grass west of Runway 18/36, to Holding Point G2 for an intersection departure on Runway 36. The pilot moved the aircraft forward and turned left to follow the line of parked aircraft, with the intention of turning onto the grass at a gap between aircraft, Figure 1. As he approached the gap, an arriving aircraft pulled into it, preventing him from making the turn. The pilot continued to taxi and, because he was looking down the left side of the aircraft for another point to cross onto the grass, he allowed the aircraft to enter an area not intended for aircraft movements. The aircraft hit a



*Aerial photograph from Google Earth*

**Figure 1**

and a small ‘apron’, large enough to allow aircraft to be parked facing the hangars without infringing the road. Aircraft facing the hangar must taxi onto the road for a short distance and find a suitable point at which to turn back onto the grass surface before entering the area clearly marked as a road.

road sign mounted on a small traffic island, Figure 2, at very low speed, sustaining damage to the right landing gear and propeller.

**The airfield**

The airfield surface at Redhill Aerodrome is predominantly grass but, outside Hangar 8, there is a paved surface with markings for both a roadway

The road sign and traffic island had been in position for several years and the pilot confirmed that he was aware of their presence.

When in the ground attitude, the pilot’s field of vision ahead in a tail wheeled aircraft such as the Stampe, is extremely limited. When taxiing, a pilot must frequently look out of both sides of the cockpit, weaving from side to side, to ensure that the aircraft’s path is free from obstructions.



**Figure 2**