

SERIOUS INCIDENT

Aircraft Type and Registration:	i) Cessna 172M Skyhawk, G-BTMR ii) Diamond DA 42 Twin Star, G-PETS
No & Type of Engines:	i) 1 Lycoming O-320-E2D piston engine ii) 2 Thielert TAE 125-01 piston engines
Year of Manufacture:	i) 1975 ii) 2006
Date & Time (UTC):	26 October 2009 at 1215 hrs
Location:	Bagby Airfield, North Yorkshire
Type of Flight:	i) Private ii) Commercial Air Transport (Non-Revenue)
Persons on Board:	i) Crew - 2 Passengers - None ii) Crew - 1 Passengers - None
Injuries:	i) Crew - None Passengers - N/A ii) Crew - None Passengers - N/A
Nature of Damage:	i) None ii) None
Commander's Licence:	i) Private Pilot's Licence ii) Airline Transport Pilot's Licence
Commander's Age:	i) 71 years ii) 53 years
Commander's Flying Experience:	i) 620 hours (of which 351 were on type) Last 90 days - 19 hours Last 28 days - 6 hours ii) 6,471 hours (of which 213 were on type) Last 90 days - 62 hours Last 28 days - 41 hours
Information Source:	Aircraft Accident Report Forms submitted by the pilots

Synopsis

In the early stages of an aircraft's landing roll on Runway 06, the pilot observed another aircraft enter the grass runway and taxi along it in the same direction. The pilot of the landing aircraft applied maximum braking and the other aircraft vacated the runway on to a parallel taxiway. The crew in the taxiing aircraft were unaware of the landing aircraft until it drew level

with them, still on the runway. The taxiing aircraft had landed on the reciprocal Runway 24 earlier in the day and the crew were taxiing for a departure from the same runway. They were also unaware that they were not receiving or transmitting radio calls until they checked their headset connections and recycled the radio.

Background

Bagby is an unlicensed airfield which has an air-to-ground (A/G) radio which is not always manned. Its main grass runway, orientated 06/24, is 710 m in length and the upslope on Runway 06 is 2.6%. The airfield's details on its website include the comment:

'in light and no wind conditions locals almost invariably land uphill and take off downhill..... Therefore be aware of mixed direction traffic.'

The surface wind on the day was estimated to be from 300° – 330° at 8 kt and the conditions were CAVOK.

G-BTMR

G-BTMR flew into the airfield with two pilots on board, landed on Runway 24 and parked in the maintenance area on the north side of the airfield. About three hours later, the two pilots reboarded the aircraft, swapping seats and changing over the headsets, and taxied for a departure from Runway 24. The commander of the aircraft, in the right seat, operated the radio and, unable to obtain a radio check on the A/G radio frequency, made a blind call to advise other aircraft that they were backtracking along the Runway 24. He received no reply and heard not other radio transmissions. Before crossing the main runway from north to south, both pilots looked for but saw no traffic on Runway 06 and G-BTMR crossed the runway, making a short backtrack before vacating onto the parallel taxiway on the south side. Having travelled about 100 m along the taxiway towards the Runway 24 threshold, both pilots were surprised to see a DA 42 Twin

Star, G-PETS, appear alongside them using Runway 06. They recycled the radio connections and established contact with the crew of the other aircraft.

G-PETS

The pilot of G-PETS reported that he was landing on Runway 06 and approximately 50 m into the ground roll, at an airspeed of about 60 kt, when he observed G-BTMR enter the runway from the north side at a 45° angle away from the runway direction. G-BTMR then taxied along the runway, away from G-PETS, before vacating onto the taxiway on the south side. The pilot of G-PETS applied maximum braking and attempted to call the other aircraft, but received no response. He estimated that the minimum separation between the aircraft was between 50 m and 75 m. The pilot reported making standard joining and circuit radio calls on the Bagby A/G radio frequency during the approach to land. The aircraft's landing, taxi and strobe lights were also ON.

Analysis

It seems likely that G-PETS was already at a very low level, if not actually on the ground, when the pilots in G-BTMR looked towards it. The aircraft may have been obscured by the sloping terrain or by part of their own aircraft structure. The commander of G-BTMR also considered that the lack of response to his radio calls and the expectation that Runway 24 was in use, as it had been earlier in the day, contributed to their failure to see the DA 42.