

AAIB Bulletin No: 3/93

Ref: EW/G92/12/10

Category: 1c

**Aircraft Type and Registration:** (1) Piper PA-28-161 Cherokee Warrior II, G-BODB  
(2) Piper PA-28-161 Cherokee Warrior II, G-BGYG

**No & Type of Engines:** (1) 1 Lycoming O-320-D3G piston engine  
(2) 1 Lycoming O-320-D3G piston engine

**Year of Manufacture:** (1) 1988  
(2) 1979

**Date & Time (UTC):** 3 December 1992 at 1030 hrs

**Location:** Oxford Airport

**Type of Flight:** Private (training)

**Persons on Board:** Crew - (1) 1                      Passengers - (1) None  
(2) None                                      (2) None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** (1) Left wingtip strobe broken  
(2) Rudder destroyed

**Commander's Licence:** Student Pilot

**Commander's Age:** 25 years

**Commander's Flying Experience:** 50 hours (all on type)  
Last 90 days - 50 hours  
Last 28 days - 16 hours

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

The student pilot was about to carry out a solo flight in G-BODB (DB), which was parked next to G-BGYG (YG) in a line of aircraft close to, and facing, a grass area at the edge of the apron. As the grass was too wet to be used for taxiing, before boarding, he and his instructor pushed DB back a few feet onto the taxiway behind. The instructor judged that this allowed the student sufficient room to taxi the aircraft through a 180° turn to the right, between YG and another aircraft, before proceeding along the taxiway.

In this position, the aircraft was blocking the taxiway and, whilst the student was carrying out the pre-flight checks and starting up, several other aircraft had to be re-routed. Consequently, after a significant delay, when the student requested taxi clearance, the ground movement controller asked him to "expedite". Whilst attempting to comply with this request, the student misjudged the clearance from YG and his left wingtip struck its rudder.