

ACCIDENT

Aircraft Type and Registration:	Vans RV-6, G-ORVG	
No & Type of Engines:	1 Lycoming O-360-A3A piston engine	
Year of Manufacture:	2001	
Date & Time (UTC):	16 October 2011 at 1630 hrs	
Location:	Biggin Hill Airport, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Tail wheel and surrounding structure damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	1,252 hours (of which 246 were on type) Last 90 days - 7 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

An airfield security vehicle, leaving the airfield fire training area, entered a live taxiway immediately ahead of a taxiing aircraft, causing the pilot to brake hard in an attempt to avoid a collision resulting in damage to the tail wheel and surrounding structure.

History of the flight

After landing and completing customs formalities at the terminal building, the pilot was given clearance to taxi back to the aircraft's hangar. After crossing the runway at the Link taxiway intersection the aircraft entered Taxiway A heading in a southerly direction, see Figure 1. As the aircraft approached the airfield fire training area, the pilot observed an airfield security vehicle emerge from the bushes and trees surrounding

the fire training area and drive towards Taxiway A on a connecting roadway. The vehicle did not stop on the roadway and entered the taxiway ahead of the taxiing aircraft before coming to a halt. The pilot braked hard in an attempt to prevent a collision, causing the tail of the aircraft to rise and fall striking the ground hard. The aircraft stopped approximately 10 ft away from the vehicle. A subsequent examination of the aircraft revealed damage to the tail wheel and surrounding structure.

Investigation

Immediately after the incident the airfield operator initiated an investigation into the incident which identified the following contributory factors:

- At the time of the incident, when leaving the fire training area, the vehicle was driving towards the setting sun which obscured the driver’s vision.
- The driver did not stop at the double white lines on the fire training area access to confirm that the taxiway was clear before entering it.
- At the time of the incident, there was no requirement for vehicles leaving the fire training area to contact ATC for permission to enter Taxiway A.

Safety action

As a result of their investigation, the airfield operator has introduced a requirement for all vehicles leaving the fire training area to obtain permission from ATC prior to entering Taxiway A. As a result of this action no further safety action is considered necessary at this time.

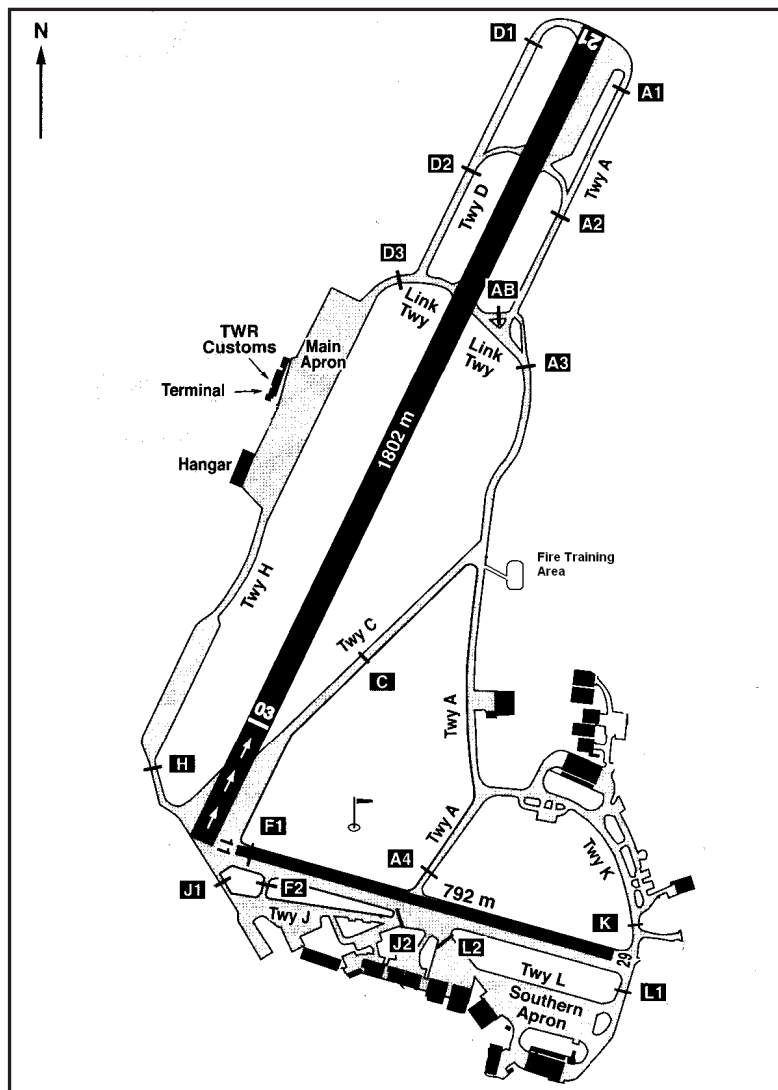


Figure 1
Biggin Hill Airport