

**No: 11/92**

**Ref: EW/G92/09/32**

**Category: 1a**

**Aircraft Type and Registration:** Canadair CL-601-3A Challenger, N 601CJ

**No & Type of Engines:** 2 GE CF34 turbofan engines

**Year of Manufacture:** 1988

**Date & Time (UTC):** 25 September 1992 at 1000 hrs

**Location:** London Heathrow Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 2                      Passengers - 2

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

**Nature of Damage:** Minor to leading edge of winglet

**Commander's Licence:** Not known

**Commander's Age:** 37 years

**Commander's Flying Experience:** 7,681 hours (hours on type not known)  
Last 90 days - 30 hours  
Last 28 days - 20 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and field inquiries by AAIB

On the evening before the accident the commander of a Beechcraft King Air, BC 90, parked his aircraft, with the assistance of marshallers, on the General Aviation apron area at block 94B on the south side of Heathrow Airport. The aircraft was parked between two other aircraft one of which was the Canadair Challenger, N 601CJ. The commander of the BC90 was concerned about the proximity of the Challenger but was assured by the marshaller that there was adequate room for manoeuvre. The aircraft was chocked under the nose wheel and parked overnight with the brakes 'ON'. The commander estimated that the left wing of the BC 90 was 4 to 5 feet clear of the Challenger's right wing and forward from it by 10 feet.

The following morning, the commander of the Challenger, who was occupying the right hand seat, taxied from the apron without the assistance of marshallers, and took off for Lugano, Switzerland. At approximately 1115 hrs, the commander of the BC90 returned to his aircraft, and noticed that it had been moved. On closer inspection the commander realised that the aircraft had been struck on the left wing trailing edge near to the tip causing damage which rendered the aircraft unfit for flight. The force

of the collision was such that the aircraft had been rotated through some 45° to the right and moved forward 12 feet clear of the chocks.

The crew of the Challenger landed at Lugano without incident and were only aware that their aircraft had collided with the BC90 when they received a message from ATC to check their aircraft. Examination revealed a minor scrape to the right winglet with the loss of a small section of abrasion tape.

Visibility from the flight deck of a Challenger 601 is such that the right wing tip can be easily seen from the right hand seat. The commander of the Challenger considered that the accident was caused by taxiing from a confined space without the use of marshallers.