

AAIB Bulletin No: 8/93

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Category: 1a

Aircraft Type and Registration: Saab-Scania SF340A, G-GNTB

No & Type of Engines: 2 General Electric CT7-5A2 turboprop engines

Year of Manufacture: 1987

Date & Time (UTC): 23 June 1993 at 0105 hrs

Location: Edinburgh Airport

Type of Flight: Public Transport

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Scoring of the right rear fuselage and the right ventral strake broken

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 58 years

Commander's Flying Experience: 21,800 (of which 376 were on type)
Last 90 days - 150 hours
Last 28 days - 75 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft had been marshalled onto Stand 20 on the East Side Cargo Terminal at Edinburgh Airport. Aircraft of this type are marshalled to the parking position and are parked pointing diagonally, heading about 290°, towards the southern east west edge of the grass area due north of the stand. As this stand is mostly used for aircraft which taxi directly towards the grass and then perform a 180° turn, the parking/taxiing nosewheel guide lines are orientated for this purpose and have no relevance to aircraft manoeuvring from a diagonally parked position. There are no nosewheel lines guiding such aircraft from this position to the adjacent taxiway.

The accident occurred when the aircraft, which had been released off stand by the attendant ground engineer, struck the ground power unit (GPU) from which it had just been disconnected. The commander states that he taxied directly forwards for about two metres and then began the 20° left turn, necessary to avoid and run parallel to the grass, towards the taxiway. He then felt a slight "juddering", brought the aircraft to a standstill and, following indications by the ground engineer, shut down both engines.

The right main landing gear of the aircraft had been parked close to the southern edge of the grass area. During engine start the GPU had been in position adjacent to the fuselage and between the starboard wing and tailplane where it cannot be seen from the cockpit. Following its use it had not been moved away from the aircraft to a safe area so that, when the aircraft made its turn to the left, the right hand rear fuselage skin and ventral strake struck the GPU.

Year of Manufacturer:	1977
Date & Time (UTC):	12 Jan 1993 at 1040 h
Location:	Manfield Airport near Colons, A. on
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 2
Injuries:	Crew - None Passengers - None
Nature of Damage:	Landing gear and propellers damaged plus damage to each wing
Commander's License:	Private Pilot - License with IACR and Night Ratings
Commander's Age:	43 years
Commander's Flying Experience:	1,194 hours of which 270 were in type Last 90 days - 12 hours Last 28 days - 7 hours
Information Source:	Aircraft Accident Report form submitted by the pilot Photographs taken by District Police Officer

On his second visit to Manfield Airport, the pilot noted that the surface which was following the 300° across the 880 yard long grass strip which contained 0800. He noted that the strip had a significant slope which he thought was equal to a runway 08 and he decided to land on that location to take advantage of the deceleration given by landing uphill. The pilot made two approaches to the strip followed by go-arounds during which he assessed the strength of the ground which was stronger than forecast.

On the third approach the aircraft cleared the close in air runway that was a roughed off area between one third and one half of the way along the strip. The pilot decided to land on this area as a deliberate decision on his part which was justified by the aircraft's ability to stop on a very short uphill grass surface. Unfortunately, he failed to ground in the downhill area and a short time was unable to stop the aircraft on the wet grass before about 4 of the strip. The aircraft passed during a low, dry state well at the end of the grass strip but about 15 ft from the end of the runway.