

Piper PA-28-161, G-BNOP

AAIB Bulletin No: 7/2001 **Ref:** EW/G2001/04/13 **Category:** 1.3

Aircraft Type and Registration: Piper PA-28-161, G-BNOP

No & Type of Engines: 1 Lycoming O-320-D3G piston engine

Year of Manufacture: 1987

Date & Time (UTC): 1 April 2001 at 1020 hrs

Location: Caernarfon, North Wales

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 2

Injuries: Crew - None - Passengers - None

Nature of Damage: Damage to the leading edge of the right wing

Commander's Licence: Private Pilot's Licence

Commander's Age: 25 years

Commander's Flying Experience: 102 hours (of which 52 were on type)
Last 90 days - 8 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft landed on Runway 26 at Caernarfon Airport, Gwynedd at the end of a cross-country flight from Blackpool, Lancashire. The pilot was unfamiliar with the airfield and requested taxi instructions from the Air Ground radio facility. Air Ground radio operators are not qualified or permitted to give ATC instructions, and the Air Ground operator therefore 'advised' the pilot to turn left 'at the end of the runway'.

The pilot could see that the taxiway at the end of the runway was in a poor condition and tried to query the advice but did not receive a reply. He continued to taxi to the end of Runway 26 and turned left, but whilst trying to guide the aircraft over the rough surface he failed to notice the proximity of a fence to his right and the right wing struck a fence post damaging the wing leading edge.

The taxiway at the end of Runway 26 at Caernarfon is disused and a fence has been erected in the centre of the taxiway, effectively halving its previous width. A marker indicating bad ground is normally located at the entrance to the taxiway, but on this occasion the marker had collapsed and was unseen by the pilot.

Subsequent to this incident the airfield management have decided that, when appropriate, air ground operators should include the fact that the taxiway at the end of Runway 26 is disused when transmitting taxi information to pilots.