

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	DA 42 Twin Star, G-PETS	
<b>No &amp; Type of Engines:</b>	2 Thielert TAE 125-01 piston engines	
<b>Year of Manufacture:</b>	2006	
<b>Date &amp; Time (UTC):</b>	8 August 2009 at 1412 hrs	
<b>Location:</b>	Jersey Airport, Channel Islands	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Slight scuffing of left winglet of G-PETS and crushed wingtip fairing, and three foot slit in underwing surface of a stationary aircraft	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	82 years	
<b>Commander's Flying Experience:</b>	13,050 hours (of which 90 were on type) Last 90 days - 43 hours Last 28 days - 18 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

While taxiing out for an instructional flight, with the student at the controls, the aircraft's left winglet struck a stationary aircraft. Just before the collision the instructor had momentarily diverted his attention from monitoring the student and the aircraft's progress to write down the aircraft's off-chocks time. Neither occupant was injured.

**Background information**

Visiting light aircraft are parked on the grass at the end of a paved track that passes in front of the Aero Club at Jersey Airport. Parking in front of the Aero Club is for Club members only. The stationary aircraft was visiting

Jersey for a few hours but was parked in front of the Aero Club approximately in line with other aircraft.

The UK Aeronautical Information Publication (AIP) states the following in the section on Jersey Airport:

***'2 Ground Movement***

*The (block paved) access track from the east of Holding point Hotel to the grass parking area at the Aero Club has not been formally designated by the Airport Authority as a taxiway. The access track does not comply with the criteria for a*

*taxiway contained in CAP 168. Therefore, the painted centre-line is only provided for assistance and does not offer the usual clearances either side of the access track that would normally be associated with a taxiway. It is most important that pilots exercise caution when using this access track to ensure that they have suitable wing tip clearance on each side.'*

The commercially available airfield charts which the occupants were using at the time contain the following warning:

*'Pilots are to exercise caution when using access track from the East of holding point H to the grass parking area to ensure that they have suitable wing tip clearance on each side.'*

### **History of the flight**

The instructor stated that he was planning on flying the second instructional flight of the day for an experienced qualified pilot who occupied the left seat. Having received clearance from Jersey ATC to taxi to Holding

Point Golf, the student taxied the aircraft from the visiting light aircraft park. The aircraft park was full and the instructor closely monitored the student and the aircraft's progress until it had exited the parking area and was on the paved track that passes the Aero Club en route to Taxiway Alpha.

Once the aircraft was on the access track, he briefly diverted his attention to record the aircraft's off-chocks time just as the collision occurred. The top of the winglet of the left wing had struck the underside of the right wing of a parked aircraft.

After the collision both occupants vacated the aircraft uninjured without informing ATC of the accident. As the Tower controller was unable to raise the pilot of G-PETS on the radio, he sought assistance from another taxiing aircraft to establish what had happened. He subsequently activated an Aircraft Ground Incident.

The instructor stated that he had not read the notes about the access track on the airfield chart or in the AIP and that the lesson learned "when the aircraft is on the ground is not to write notes at all while it is moving".