

Piper PA-28-161, G-BSVF

AAIB Bulletin No: 11/99 **Ref:** EW/G99/07/11 **Category:** 1.3

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

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

Year of Manufacture: 1984

Date & Time (UTC): 8 July 1999 at 1533 hrs

Location: Wycombe Air Park, Buckinghamshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: G-BSVF's left wingtip dented plus a dent in the engine cowling of a parked Cessna 172 aircraft

Commander's Licence: Private Pilot's Licence

Commander's Age: 55 years

Commander's Flying Experience: 265 hours (of which 62 were on type)

Last 90 days - Not known

Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was taxiing the aircraft from the refuelling pump to the apron. The route involved passing in front of a row of parked aircraft followed by a right turn through 180° at the end of the row to pass behind that row but in front of a second row of parked aircraft. The taxiway route was clearly marked by a yellow centreline and there was ample space between the two rows of parked aircraft.

The pilot stated that during the right turn the **left** brake toe-pedal felt "spongy". In the turn the aircraft veered off the centreline to its left and the aircraft's left wingtip struck the parked Cessna's nose. The pilot applied the parking brake before advising ATC of his predicament. He then shut down the aircraft and vacated it.

Brake tests conducted by the maintenance organisation soon after the accident showed that the aircraft's parking brake efficiency was sufficient to prevent the aircraft from moving when it was pushed. The brakes were then released and the two aircraft separated. The brakes and nosewheel steering efficiency were then assessed during taxiing under power and found to be fault-free.

According to the pilot, eye witnesses reported to him that he was taxiing too fast. He disagreed with this assessment and stated that the throttle was at idle during the turn. When he encountered the brake problem, he applied full right rudder but it was insufficient to tighten the turn. He also wrote that, in his opinion, the minor damage to both aircraft was inconsistent with taxiing too fast.