

ACCIDENT

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| Aircraft Type and Registration: | i) Pierre Robin HR200/120B, G-BYLH ii) Pierre Robin HR200/120B, G-BXGW |
| No & type of Engines: | i) 1 Lycoming O-235-L2A piston engine ii) 1 Lycoming O-235-L2A piston engine |
| Year of Manufacture: | i) 1999 ii) 1997 |
| Date & Time (UTC): | 27 August 2006 at 0835 hrs |
| Location: | Leeds (Bradford) Airport, Yorkshire |
| Type of Flight: | i) Training ii) Training |
| Persons on Board: | i) Crew - 2 Passengers - Nil ii) Crew - 2 Passengers - Nil |
| Injuries: | i) Crew - Nil Passengers - N/A ii) Crew - Nil Passengers - N/A |
| Nature of Damage: | i) Left aileron deformed and wing tip fibre glass section ripped ii) Damage to right navigation light |
| Commander's Licence: | i) Commercial Pilot's Licence ii) Commercial Pilot's Licence |
| Commander's Age: | i) 27 years ii) 27 years |
| Commander's Flying Experience: | i) 642 hours (of which 55 were on type) Last 90 days - 138 hours Last 28 days - 51 hours ii) 800 hours (of which 564 were on type) Last 90 days - 250 hours Last 28 days - 84 hours |
| Information Source: | Aircraft Accident Report Forms submitted by the pilots |

Synopsis

As aircraft G-BXGW was taxiing towards Runway 32 at Leeds (Bradford) Airport, its right wingtip collided with the left wing of aircraft G-BYLH which was parked adjacent to the taxiway with its engine running.

History of the flight

The aircraft commanders involved in this collision were both scheduled to carry out training details with their respective students and were employed by the same company. They were parked adjacent to each other on the south-western side of Taxiway 'F' (see Figure 1). After the engine had been started, G-BYLH was taxied

to the western mouth of the main apron where engine power checks were completed with the aircraft pointing north-west. Meanwhile G-BXGW had been started and the crew carried out power checks on Taxiway 'F' before ATC instructed them to taxi to the 'L1' hold for Runway 32 via Taxiways 'G' and 'L'. Due to limitations on available space, the operating company parks some of its aircraft on the western side of Taxiway 'F' and it was necessary for G-BXGW to be taxied to the right of the taxiway centreline in order to avoid these parked aircraft. This was the situation as G-BXGW passed the mouth of

the main apron where G-BYLH was positioned. As they passed, the right wing tip of G-BXGW collided with the left wing of G-BYLH which was protruding slightly into the taxiway. Both aircraft were shut down and the crew, who were uninjured, vacated through the normal exits.

Follow up action

As a result of this incident, aircraft operating on the south side of the airfield now complete their power checks at the appropriate runway holding point rather than on or adjacent to the taxiway in the start up area.

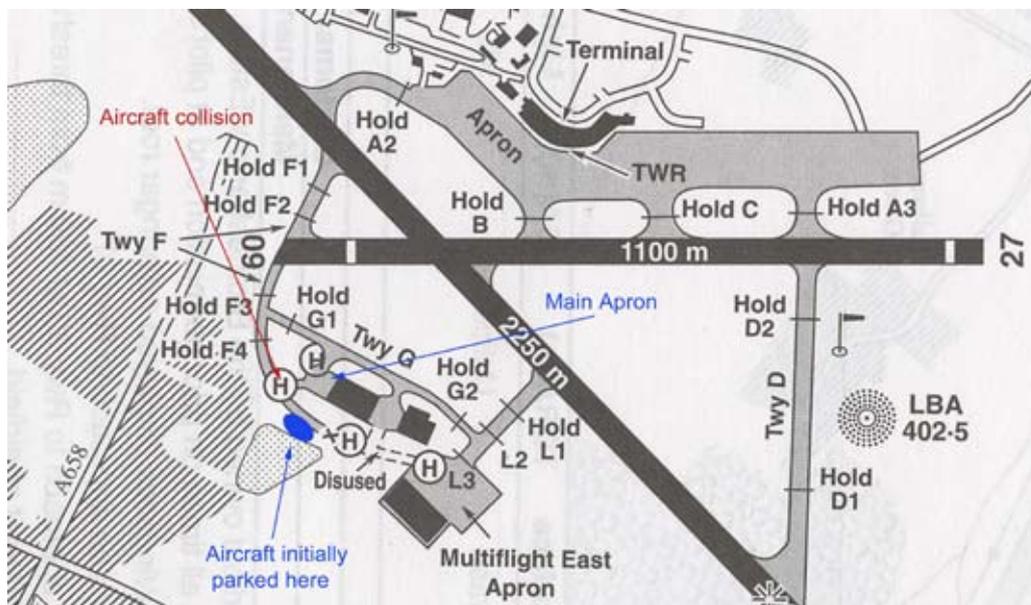


Figure 1