

ACCIDENT

Aircraft Type and Registration:	Piper PA-32R-301 Saratoga SP, G-BJCW	
No & Type of Engines:	1 Lycoming IO-540-K1G5D piston engine	
Year of Manufacture:	1981 (Serial no: 32R-8113094)	
Date & Time (UTC):	6 June 2013 at 1701 hrs	
Location:	Humberside Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to left wing	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	671 hours (of which 300 were on type) Last 90 days - 10 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot, occurrence reports submitted by the pilot and Aerodrome Controller; additional information from Humberside ATC	

Synopsis

The pilot received ATC taxi instructions from his parking position in the light aircraft parking area. However, the route the controller intended the aircraft to take was not the same as that understood by the pilot, who taxied the aircraft onto a vehicle access road where it collided with a signpost.

Description of the event

The pilot prepared the aircraft for a flight with three passengers from Humberside to Southend. It was daylight and the weather conditions were good. The aircraft was parked facing about 020° on a grass area designated as the light aircraft parking area (Figure 1). It

was the pilot's first visit to Humberside, so he requested detailed taxi instructions from ATC. He was initially given instructions to join the grass taxiway towards Runway 08, but the controller subsequently decided there may be insufficient room for the aircraft to taxi safely along that route. The controller amended his instructions, intending to route the aircraft to Runway 08 via hard taxiways. He informed the pilot of his revised intentions and asked "CAN YOU SEE THE CONCRETE STRIP ON YOUR LEFT HAND SIDE". The pilot replied that he could, so the controller instructed the pilot to take it, and then Taxiway Delta. The pilot replied "OK, I GUESS. IT'S A BIT NARROW BUT I'LL HAVE A GO". From his position

in the ATC tower, some 800 m away, the controller became aware that the aircraft was not exactly where he first thought, so warned the pilot “THE CONCRETE IS A BIT FURTHER ALONG THAN THAT” to which the pilot responded “AH YES I CAN SEE IT NOW”.

The pilot taxied the aircraft onto a concrete roadway to his left. However, this section of concrete was the fire station access road and was not for use by aircraft. The controller had intended to direct the pilot to Taxiway Delta via the concrete ramp which joined the access road further along, this being the normal access from the parking area to the hard taxiway. The boundary between the parking area and the access road that the aircraft crossed was marked by seven low-level signboards with arrows pointing towards the access ramp. There were also triangular black-and-white striped ‘bad ground’

markers between the signs, warning pilots not to join the hard surface in that area.

A post-mounted sign next to the fire station access road warned drivers of vehicles that they were approaching an aircraft manoeuvring area. The pilot saw this, but as he was already in receipt of an ATC clearance, he continued to taxi and the aircraft’s left wing struck the signpost.

Local safety actions

A Unit Investigation at Humberside made two recommendations intended to prevent reoccurrence. These covered the provision of enhanced taxiing information to pilots using the light aircraft parking area and options to reduce the hazard posed by the signpost in case other aircraft inadvertently taxied onto the roadway.



Figure 1

Light aircraft parking area with surrounding roads and taxiways