

**No: 12/91**

**Ref: EW/G91/10/10**

**Category: 1c**

**Aircraft Type and Registration:** (1) Cessna 152 Commuter, G-BNJH  
(2) Chipmunk T10, WP860

**No & Type of Engines:** (1) 1 Lycoming O-235-L2C piston engine  
(2) 1 De Havilland Gipsy Major 10 piston engine

**Year of Manufacture:** (1) 1981  
(2) 1951

**Date & Time (UTC):** 20 October 1991 at 1305 hrs

**Location:** Edinburgh Airport

**Type of Flight:** Private

**Persons on Board:** Crew - (1) 1 (2) 1 Passengers - (1) 1 (2) 1

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** (1) Substantial to right wing, strut,  
door and rear windscreen  
(2) Substantial damage to right wing and fuselage  
attachment, engine shock loaded

**Commander's Licence:** (1) Commercial Pilot's Licence with Instrument  
and Assistant Flying Instructor ratings  
(2) Royal Air Force (Volunteer Reserve) Pilot

**Commander's Age:** (1) 33 years  
(2) 53 years

**Commander's Flying Experience:** (1) 1,271 hours (of which 875 were on type)  
(2) 10,285 hours (of which 1,050 were on type)

**Information Source:** Aircraft Accident Report Forms submitted by the pilots

The Chipmunk was returning to the Air Experience Flight dispersal area after landing on Runway 26 at Edinburgh Airport. The Cessna was parked facing into wind, across the taxiway at block 35, as directed by ATC, in order to complete pre-departure engine run up and checklist items. The Chipmunk was instructed by the Ground Movement Controller to taxi to the dispersal area via the Northern taxiway and to take the first left turn. This routing would have kept the Chipmunk clear of block 35. The Chipmunk pilot reported that, due to poor radio reception, he interpreted this instruction to mean return to dispersal via the normal routing, which was along the taxiway across block 35. Acknowledgement of the ATC message was given by the Chipmunk pilot without specific read-back of the instruction. The Cessna pilot heard the instruction given to the Chipmunk, and observed that it did not take the appropriate left turn and was proceeding on a collision course with his aircraft. The

Cessna pilot therefore attempted to avoid a collision by releasing the brakes and applying full power in order to taxi clear onto the grass. Unfortunately, this was not achieved and the starboard wing of the Chipmunk impacted with the right side of the Cessna. As a result of the damage sustained, the right side door of the Cessna was unusable, so both occupants vacated their aircraft rapidly via the door on the left side. The Chipmunk occupants were able to vacate their aircraft via the normal means. There was no fire, and the emergency services were promptly in attendance.

The Royal Air Force has convened a Board of Inquiry to consider the circumstances of this accident.

Type of flight:	Private
Persons on board:	2
Injuries:	None
Nature of damage:	Minor damage to fuselage and engine cowling
Commander's Licence:	Private Pilot
Commander's Age:	45 years
Commander's Flying Experience:	24 years (15,000 hours)
Information Source:	RAF Form 1000 (Report Form completed by the pilot)

Runway 23 was in use, the surface was dry and the wind was 10-15 kt. The pilot who had a total of 1 hour 50 minutes solo experience aligned the aircraft on the final approach at 400-500 feet agl, using 20° flap, a speed of 65 kt and a rate of descent of about 100 ft/min. He initiated the flare at 10-15 feet agl but the aircraft landed heavily on the mainwheels and bounced into a high nose-up attitude, causing the pilot instinctively to lower the nose. The aircraft then struck the ground, in a landing predominantly on the nosewheel and bounced into a shallow climb. The aircraft again descended and despite the pilot's attempt to flare, the third impact collapsed the nose gear, causing the aircraft to slide for about 10 metres on the main gear and propeller before coming to rest.

There was no fire and the pilot who had been wearing a hip and diagonal safety harness, left the aircraft through the normal door.