

No: 2/91

Ref: EW/G90/11/14

Category: 1c

Aircraft Type and Registration: Gulfstream AA-5B, G-PENN

No & Type of Engines: 1 Lycoming O-360-A4K piston engine

Year of Manufacture: 1978

Date and Time (UTC): 30 November 1990 at 1440 hrs

Location: Gloucester-Cheltenham (Staverton) Airport

Type of Flight: Private

Persons on Board: Crew - 3 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Minor to left wing leading edge

Commander's Licence: Private Pilot's Licence with IMC rating

Commander's Age: 70 years

Commander's Total Flying Experience: 5,629 hours (of which 870 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone inquiries by AAIB

On calling for taxi instructions, the pilot was cleared to taxi to the holding point for runway 04 via the southern taxiway. For the past five years he had been using a route to the southern taxiway which took him between two hangars and states that he confirmed that this route was still correct on the day of the accident. While taxiing between the hangars the aircraft struck a pile of bricks with its left wing.

The Civil Aviation Authority Aerodrome Standards Division state that the route taken by the pilot is not a taxiway but a vehicle route to the manoeuvring area and is not usually visible to the aerodrome controller because it is on the non-aerodrome side of the control tower. At the time of the accident, the route between the hangars was not marked with a stop line because it was thought obvious that it was not a taxiway. Since the accident the entrance has been painted with the approved markings to eliminate any possible misunderstanding in the future.