

## ACCIDENT

<b>Aircraft Type and Registration:</b>	1) Learjet 31, N127VL 2) Cessna T206H, N35014
<b>No &amp; Type of Engines:</b>	1) 2 Garrett TFE731-2-3B turbofan engines 2) 1 Lycoming IO-540-AC1A piston engines
<b>Year of Manufacture:</b>	1) 1991 2) 2002
<b>Date &amp; Time (UTC):</b>	4 January 2020 at 1416 hrs
<b>Location:</b>	Terence B Lettsome Airport, British Virgin Islands
<b>Type of Flight:</b>	1) Commercial Air Transport (Passenger) 2) Private
<b>Persons on Board:</b>	1) Crew - 2                      Passengers - None 2) Crew - None                Passengers - None
<b>Injuries</b>	1) Crew - None                Passengers - N/A 2) Crew - N/A                Passengers - N/A
<b>Nature of Damage:</b>	1) None reported 2) Small tear on rudder trailing edge
<b>Commander's Licence:</b>	1) Airline Transport Pilot's Licence 2) N/A
<b>Commander's Age:</b>	1) 62 years 2) N/A
<b>Commander's Flying Experience:</b>	1) 8,415 hours (of which 1,744 were on type) Last 90 days - 38 hours Last 28 days - 18 hours 2) N/A
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

During a turn while under the direction of ground staff, the winglet of the Learjet 31 struck the tail of a parked Cessna T206H causing minor damage to the Cessna's rudder.

## History of the flight

After landing on Runway 07, Learjet N127VL followed ATC instructions to the parking apron. The weather was clear, the ground surface was dry, and there was a brisk wind from the north-east. There were several rows of aircraft parked, all facing east, and two people wearing yellow vests visible at the end of the last row of parked aircraft, which the flight crew took to be the ground staff to marshal their aircraft into position. The crew followed

the ground staff's signals, which took them between two rows of aircraft. When N127VL reached the end of the yellow centreline, the crew was directed to make a turn behind a single engine Cessna aircraft. One of the ground staff was positioned at the right wingtip, next to the Cessna aircraft, and the other moved to the front of the Learjet. Despite the flight crew taxiing cautiously and monitoring the position of the ground crew, the right-seat pilot thought that N127VL contacted the rudder of the Cessna during the turn. The crew stopped the aircraft and shut it down before going out and inspecting both aircraft. The rudder of the Cessna had a tear, about one inch long on the trailing edge, where the Learjet winglet had made contact, but there was no damage to the winglet. The relative positions of the two aircraft and the damage caused are shown at Figure 1.



**Figure 1**

The winglet of the Lear jet contacted the rudder of the Cessna

The commander stated that, in a swept wing aircraft, the flight crew cannot determine wingtip clearance and therefore rely on the ground staff to ensure a safe clearance is maintained.