

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Cessna 152, G-CLAP
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine
<b>Year of Manufacture:</b>	1978 (Serial no: 15281555)
<b>Date &amp; Time (UTC):</b>	18 November 2018 at 1510 hrs
<b>Location:</b>	North Weald Airfield, Essex
<b>Type of Flight:</b>	Private
<b>Injuries:</b>	Crew - 1                      Passengers - None Crew - None                      Passengers - N/A
<b>Nature of Damage:</b>	Minor damage to the wing tip of G-CLAP (taxiing), damage to rudder of G-PLAR (static)
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	38 years
<b>Commander's Flying Experience:</b>	157 hours (of which 157 were on type) Last 90 days - 12 hours Last 28 days - 2 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

During taxiing after a flight from Elstree, the right wing of G-CLAP collided with the rudder of G-PLAR, a parked RV-9.

## History of the flight

The pilot of G-CLAP had landed at North Weald after a flight from Elstree and was taxiing along a stretch of Taxiway A past 'The Squadron' building, looking for a place to park. The pilot states that he had, incorrectly, thought that this was the stretch to find a parking space as North Weald Radio had advised him to park near other Cessnas and he had seen aircraft that seemed to be in the process of parking in this stretch.

As the pilot taxied close to G-PLAR, an RV-9 which was parked with its tail towards the taxiway, he saw two people in front of it. The pilot of G-CLAP did not know whether G-PLAR was fully in the parking slot and did not realise how close the right wing of his Cessna was to the tail of G-PLAR. The pilot saw one man signal but misinterpreted this as an indication to go forward and, as he taxied closer to G-PLAR, the man quickly changed his signal to indicate to stop. However, it was too late and the wing of G-CLAP hit the rudder of G-PLAR. The pilot stopped the engine of G-CLAP and got out.

**Comment**

The pilot of G-CLAP commented that, in hindsight, he should have consciously taxied away from the centre of the taxiway to give a wide berth to the parked aircraft, as there were only aircraft parked to one side.