

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Tecnam P2006T, G-SACL	
<b>No &amp; Type of Engines:</b>	2 Rotax 912-S3 piston engines	
<b>Year of Manufacture:</b>	2016 (Serial no: 152)	
<b>Date &amp; Time (UTC):</b>	17 March 2019 at 1619 hrs	
<b>Location:</b>	Redhill Aerodrome, Surrey	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to nose cone, left wing and left engine cowl	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	77 years	
<b>Commander's Flying Experience:</b>	255 hours (of which 101 were on type) Last 90 days - 8 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

**Synopsis**

During taxi the aircraft's left wing struck a generator located at the edge of the apron. Contributory factors were a lack of taxi guidance for pilots and an aircraft parked near the opposite edge of the apron.

**History of the flight**

During taxi the pilot manoeuvred the aircraft to the left to avoid a Piper PA-28 parked on the right side of the taxiway (Figure 1). Whilst he was looking to the right to ensure sufficient clearance from the PA-28, he was also looking ahead to identify the centreline, which he found difficult due to road markings on the apron. The road markings were white and faded with older markings visible. As he was attempting to regain the centreline the aircraft's left wing tip struck a large metal generator which was positioned close to the left apron edge. The pilot stated that the colour of the generator blended with the hangar behind and he had not noticed it.

The aircraft slewed to the left and came to rest after the nose struck an articulated lorry parked next to the generator. The pilot shut down the aircraft and he and his safety pilot<sup>1</sup>

**Footnote**

<sup>1</sup> The pilot had a safety pilot as a condition of his medical certificate.

evacuated safely. The fire service arrived to make the area safe as there was fuel leaking from the fractured left wing tank.



**Figure 1**

Apron markings and location of parked Piper PA-28 on the right; location where the Tecnam (G-SACL) came to rest against the generator and lorry is at the left

### Safety action

An aerodrome inspector from the CAA visited Redhill after the accident and inspected the apron. The following changes were agreed with the airport operator:

- the existing edge of white road marking will remain in front of the hangars
- a yellow taxiway centreline marking will be placed 6 m from this edge
- a red safety line (behind which aircraft will be parked) will be marked 6 m from the other side of the yellow centreline
- instructions to aircraft operators will be issued to ensure that the main wheels of parked aircraft are pushed back on to the edge of the grass
- a warning will be added to the UK AIP<sup>2</sup> to request that pilots unsure of wing tip clearance request assistance

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### Footnote

<sup>2</sup> Aeronautical Information Publication.