

# Cessna 650, VR-BGB, 21 March 1996

**AAIB Bulletin No: 6/96 Ref: EW/G96/03/06 Category: 1.1**

**Aircraft Type and Registration:**Cessna 650, VR-BGB

**No & Type of Engines:**2 Garrett TFE731-3B-100S turbofan engines

**Year of Manufacture:**1982

**Date & Time (UTC):**21 March 1996 at 1015 hrs

**Location:**General Aviation Apron, London Heathrow Airport, Middlesex

**Type of Flight:**Private

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

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

**Nature of Damage:**Damage to navigation light cover and wing tip fairing

**Commander's Licence:**Airline Transport Pilot's Licence

**Commander's Age:**40 years

**Commander's Flying Experience:**8,170 hours (of which 320 were on type)

Last 90 days - 26 hours

Last 28 days - 10 hours

**Information Source:**Aircraft Accident Report Form submitted by the pilot, telephone enquiries and a report submitted by the Manager Movement Area

The aircraft was being marshalled to park at the northern end of the General Aviation Apron; the first officer was handling pilot. Having passed a parked aircraft on its right, 'GB' was marshalled right and then left to closely parallel the blast barrier along the eastern edge of the apron. Shortly after the aircraft started to turn left, the commander became concerned about the closeness of the right wing tip to the barrier and called stop. Although the first officer reacted quickly to the command the right wing tip struck the barrier just past the point where it changes direction slightly, to the left as viewed from the flightdeck. The aircraft was moving very slowly at the point of impact and only minor damage ensued.

The commander considered that the aircraft's dark green colour scheme outboard of the distinctive wing leading edge anti-icing strip, the overcast weather and the shading of the blast barrier would

have made it very difficult for the marshaller to judge the distance of the wing tip from the barrier especially where it changes orientation towards the manoeuvring aircraft.

A report by the marshaller stated that, having 'picked up' the aircraft and displayed where he intended to park it, he continued to align it parallel to the blast barrier. He felt that the pilot's response to his signals was slow and not assertive enough, however, it still appeared to him that there was sufficient space between the blast barrier and the wing tip. He signalled stop after he saw the wing tip strike the barrier.

An investigation into the accident by the Airfield Standards Officer made the following recommendations:

1. The marshaller should receive refresher training before being allowed to continue marshalling aircraft. (This has been carried out.)
2. The Planning Department should review the position (of) the blast wall and the service road in relation to the parking area available. (This is now under review.)
3. Consideration should be given to making the marshalling task in this area a two man operation, for aircraft over a certain size. (An instruction has been issued to this effect but may be superseded, or strengthened, after the review of item 2.).