

# **BN2A MK.III-1 Trislander, G-BCCU, 3 December 1998 at 0005 hrs**

**AAIB Bulletin No: 4/99 Ref: EW/G98/12/07      Category: 1.2**

**Aircraft Type and Registration:**      BN2A MK.III-1 Trislander, G-BCCU  
**No & Type of Engines:**                  3 Lycoming O-540-E4C5 piston engines  
**Year of Manufacture:**                    1974  
**Date & Time (UTC):**                      3 December 1998 at 0005 hrs  
**Location:**                                    Liverpool Airport  
**Type of Flight:**                              Public Transport  
**Persons on Board:**                        Crew - 1 - Passengers - None  
**Injuries:**                                      Crew - None - Passengers - N/A  
**Nature of Damage:**                        Minor to right navigation light  
**Commander's Licence:**                    Commercial Pilot's Licence  
**Commander's Age:**                         40 years  
**Commander's Flying Experience:**      2,100 hours (of which 380 were on type)  
    Last 90 days - 92 hours  
    Last 28 days - 31 hours  
**Information Source:**                        Aircraft Accident Report Form submitted by the pilot

At the time of the incident, major work to the manoeuvring area at Liverpool Airport was in progress, and non-standard procedures were in force. The pilot, accompanied by a marshaller, arrived at his aircraft, which was parked on the spur taxiway, to find that the area was congested with parked aircraft, which he considered to be poorly positioned. At this point, the marshaller who was to have assisted the pilot in exiting the congested area was called away to attend to another aircraft on the main apron. The pilot considered that he could exit the area without assistance and, having cleared the ice that had formed on his flight deck windows, he commenced to taxi. The pilot acknowledged that manoeuvring was difficult but no more so than on the many occasions that he had successfully accomplished the task in the past. Having cleared the congested area, the pilot observed that he could no longer see the glow from his right hand navigation light and so he stopped his aircraft to investigate the cause. On examination, he found that the right navigation light lens and bulb were broken. The pilot had not felt any impact, but examination of a Jetstream 41, which was parked on the spur taxiway, revealed that its left aileron hinge fairing was damaged.

The Operating Company now requires that whenever the manoeuvring area is restricted, their pilots must use the services of a marshaller.