

## Extra 300, JY-RNG / Extra 300, JY-RNL

<b>AAIB Bulletin No: 10/2003</b>	<b>Ref: EW/G2003/08/19</b>	<b>Category: 1.3 1.3</b>
<b>Aircraft Type and Registration:</b>	i) Extra 300, JY-RNG	
	ii) Extra 300, JY-RNL	
<b>No &amp; Type of Engines:</b>	i) 1 Lycoming AEIO - 540-L1B5 piston engine	
	ii) 1 Lycoming AEIO - 540-L1B5 piston engine	
<b>Year of Manufacture:</b>	i) 1997	
	ii) 1999	
<b>Date &amp; Time (UTC):</b>	11 August 2003 at 1718 hrs	
<b>Location:</b>	Shoreham Airfield, Sussex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	i) Crew - 2	Passengers - None
	ii) Crew - 2	Passengers - None
<b>Injuries:</b>	i) Crew - None	Passengers - N/A
	ii) Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	i) Damage to propeller and engine	
	ii) Damage to tail plane	
<b>Commander's Licence:</b>	i) Commercial Pilot's Licence	
	ii) Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	i) 29 years	
	ii) 38 years	
<b>Commander's Flying Experience:</b>	i) 1,200 hours (of which 160 were on type)	
	Last 90 days - 32 hours	
	Last 28 days - 16 hours	
	ii) 2,750 hours (of which 1,250 were on type)	
	Last 90 days - 32 hours	
	Last 28 days - 16 hours	

<b>Information Source:</b>	Aircraft Accident Report Forms submitted by the pilots	
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The two aircraft involved in the collision formed part of a four ship display team. The team departed Reims Airport, France, together, and on arrival at Shoreham positioned into the circuit downwind for Runway 21. Weather conditions were good with light winds and visibility of 7,000 metres. Runway 21 has a paved surface with a landing distance available of 865 metres and a width of 18 metres. At the upwind end of the runway there are two paved taxiway exits, the first exit leads directly to the ramp area and the second, at the runway end, turns back parallel to the runway before joining the main taxiway.

The Number Two aircraft landed, decelerated to taxi speed and saw that the leader had exited at the end of the runway. He decided to follow and vacate at the end also. As he was doing so he felt a shock and a push forward and, taking a quick look back, he realised that he had been hit by the aircraft behind.

The Number Three aircraft landed behind the Number Two and decelerated to taxi speed. He thought that the Number Two was exiting the runway at the first taxiway and did not realise that it was actually continuing to the end of the runway. Because of the limited field of view from his own aircraft he did not see that the other aircraft was still on the runway. As he continued to taxi his propeller hit the rudder and horizontal stabiliser of the aircraft ahead. When he realised there had been contact he shut the engine down and both crew vacated the aircraft.