

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	1) Zlin Z.526F Trener Master, G-PCDP 2) Ikarus C42 FB80, G-CDVI
<b>No &amp; Type of Engines:</b>	1) 1 Walter M137A piston engine 2) 1 Rotax 912-UL piston engine
<b>Year of Manufacture:</b>	1) 1971 2) 2006
<b>Date &amp; Time (UTC):</b>	13 November 2011 at 1200 hrs
<b>Location:</b>	Popham Airfield, Hampshire
<b>Type of Flight:</b>	1) Private 2) Private
<b>Persons on Board:</b>	1) Crew - 1                      Passengers - None 2) Crew - 1                      Passengers - 1
<b>Injuries:</b>	1) Crew - None                  Passengers - N/A 2) Crew - None                  Passengers - None
<b>Nature of Damage:</b>	1) Propeller and left wing 2) Right wing and tail
<b>Commander's Licence:</b>	1) Private Pilot's Licence 2) National Private Pilot's Licence
<b>Commander's Age:</b>	1) 60 years 2) 59 years
<b>Commander's Flying Experience:</b>	1) 760 hours (of which 397 were on type) Last 90 days - 15 hours Last 28 days - 1 hour 2) 195 hours (of which 195 were on type) Last 90 days - 12 hours Last 28 days - 4 hours
<b>Information Source:</b>	Aircraft Accident Report Forms submitted by both pilots

**Synopsis**

A ground collision occurred on a taxiway between an Ikarus C42, which had just landed, and a Zlin Trener Master which had taxied from its parking position.

**History of the flight**

Having landed on Runway 08, G-CDVI began a 180°

left turn onto the parallel taxiway. The pilot of G-CDVI reported in his statement that he had observed G-PCDP and that it was stationary on its parking position to the north of the taxiway with its propeller turning. He stated that G-PCDP was still stationary as he completed the turn onto the taxiway before losing it from view.

The pilot of G-PCDP (a monoplane with a conventional tailwheel undercarriage) taxied his aircraft from its parking position to join the taxiway, which was located several metres in front of the aircraft. He stated that he had noticed G-CDVI, which was converging from the left, but he continued to taxi ahead as he expected the other aircraft to give way to him. He also stated that, when taxiing, the forward view from the cockpit was

limited and that on the day his view was further impaired by the relative position of the sun. As he turned right to join the taxiway, the pilot saw that G-CDVI was almost directly in front of him. Unable to stop in time, the propeller struck the right wing of G-CDVI. G-PCDP then yawed to the right and its left wing struck the tail of the other aircraft.

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### **BULLETIN CORRECTION**

Following receipt of an Aircraft Accident Report Form from the pilot of the second aircraft involved, the report published in Bulletin 2/2012 has been updated to clarify the movements of both aircraft prior to the ground collision. The updated report is reproduced here in full and the online version of the report was updated on 21 February 2012.