

## AA-1A Grumman, D-EKAV, 6 April 2000 at 1540 hrs

**AAIB Bulletin No: 8/2000**      **Ref: EW/G2000/04/18**      **Category: 1.3**

**Aircraft Type and Registration:**      AA-1A Grumman, D-EKAV

**No & Type of Engines:**      1 Lycoming O-235-C2C piston engine

**Year of Manufacture:**      1970

**Date & Time (UTC):**      6 April 2000 at 1540 hrs

**Location:**      Blackpool Airport, Lancashire

**Type of Flight:**      Private

**Persons on Board:**      Crew - 1 - Passengers - None

**Injuries:**      Crew - None - Passengers - N/A

**Nature of Damage:**      No damage to D-EKAV but damage to the fibreglass wingtip of a parked Cessna 172 aircraft

**Commander's Licence:**      Private Pilot's Licence

**Commander's Age:**      60 years

**Commander's Flying Experience:**      1,357 hours (of which 157 were on type)  
Last 90 days - 29 hours  
Last 28 days - 8 hours

**Information Source:**      Aircraft Accident Report Form submitted by the pilot plus telephone enquiries

Blackpool is a busy airport with an average of some 350 light aircraft movements every day. Taxiing on the grass is prohibited and parking on the grass is only permitted in designated areas; consequently the aprons can become very congested with parked aircraft.

Following a flight from Humberside, the pilot was instructed to taxi via taxiway Alpha and the B3 hold to the apron outside the hangar where his aircraft was normally stored. On arrival beside the hangar, the pilot found the access route from the taxiway across the apron to the hangar entrance was obstructed by a large twin-engined aircraft. Either side of the access route, but parallel to it, were rows of parked light aircraft. There were no spaces in the rows on either side so the pilot of D-EKAV decided to park his aircraft behind and between two parked aircraft. Taxiing into this position required a sharp right 90° turn followed by moving a short distance forward in a straight line. On completion of the turn, the pilot had in front of him a high-winged Cessna 172 on his left side and a low-winged Cessna twin on his right side.

According to the pilot, as D-EKAV came to rest at his intended parking position with the brakes applied, he noticed that the distance between himself and the parked Cessna was decreasing. At first he thought D-EKAV was moving but then he realised that it was the Cessna 172 that was moving backwards towards him. Appreciating that a collision was likely, the pilot tried to spot-turn his aircraft to the right as much as possible but the fibreglass wing tip of the Cessna 172 struck D-EKAV's propeller.

According to the hangar management company's spokesperson, the Cessna 172 did not move and had not moved from its previous parking position during the collision. However, the aircraft was neither chocked nor tied down. There were no witnesses to the accident and no one was certain that the Cessna's parking brake was applied. The spokesperson was of the opinion that damage to the Cessna 172 was very minor and occurred when the Grumman pilot attempted to position the low-set wing of his aircraft beneath the Cessna 172's high-set wing.

D-EKAV's pilot has since stated that when he realised that the parking area was very congested with lots of activity around, he should have sought a parking spot elsewhere.