

ACCIDENT

| | |
|--|--|
| Aircraft Type and Registration: | 1) Pilatus PC-12/45, M-YBLS 2) Beech B200GT King Air, M-SYGB |
| No & Type of Engines: | 1) 1 Pratt & Whitney PT6 67B turboprop engine 2) 2 Pratt & Whitney PT6A-52 turboprop engines |
| Year of Manufacture: | 1) 1999 (Serial no: 176) 2) 2009 (Serial no: BY-68) |
| Date & Time (UTC): | 10 January 2014 at 1500 hrs |
| Location: | Fairoaks Airport, Surrey |
| Type of Flight: | 1) Private 2) N/A |
| Persons on Board: | 1) Crew - 1 Passengers - None 2) Crew - None Passengers - None |
| Injuries: | 1) Crew - None Passengers - N/A 2) Crew - N/A Passengers - N/A |
| Nature of Damage: | 1) Paint cracked on left wing tip 2) Damage to the right aileron and wingtip |
| Commander's Licence: | 1) Private Pilot's Licence 2) N/A |
| Commander's Age: | 1) 80 years 2) N/A |
| Commander's Flying Experience: | 1) 6,621 hours (of which 3,546 were on type) Last 90 days - 9 hours Last 28 days - 3 hours 2) N/A |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

When the pilot of M-YBLS carried out his external inspection of the aircraft, he noted that there was a Beech King Air parked on its left. His aircraft was normally parked parallel to adjacent aircraft but, on this occasion, it was parked with the nose pointing 45° to the left of the parallel heading. Having completed his checks and started the engine, he was cleared to taxi for the runway. As normal, he taxied straight ahead and the left wingtip of his aircraft contacted the right wingtip and aileron of the King Air. The AFISO informed the pilot of the collision and he stopped the aircraft.

The pilot's assessment of the cause of the incident was that this was the first occasion in 16 years that his aircraft had been parked at a 45° angle to an adjacent aircraft. Having realised this during his external inspection, he should have instructed the ground crew to reposition his aircraft parallel to the other aircraft or asked them to marshal him out of the parking area. By following his normal routine and not monitoring the wingtip, the collision occurred.