

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Extra EA 300, G-SIII	
<b>No &amp; Type of Engines:</b>	1 Lycoming AEIO-540-L1B5 piston engine	
<b>Year of Manufacture:</b>	1994 (Serial no: 58)	
<b>Date &amp; Time (UTC):</b>	10 October 2014 at 1430 hrs	
<b>Location:</b>	White Waltham Airfield, Berkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller, spinner, shock-loaded engine, lower cowling and left spat	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	812 hours (of which 56 were on type) Last 90 days - 9 hours Last 28 days - 9 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot, who is a long-standing member of the flying club at White Waltham, had landed on Runway 21 and intended to taxi to the fuel pumps to refuel (Figure 1). Because forward visibility when taxiing is limited on the Extra 300, the pilot adopted a weaving path to clear himself from other aircraft and to follow some existing tyre tracks. Unfortunately, he did not see a small, low bowser containing Jet A1 fuel which the aircraft struck nose-first, causing damage to both. The pilot admitted that he had known perfectly well that the bowser, which



**Figure 1**

Aerial view of White Waltham Airfield, showing location of bowser containing Jet A1 fuel (circled)

is almost always parked in that location to service helicopters, would be there but on this occasion he had not picked it up visually. He was of the opinion that conflict was more probable with aircraft landing on Runway 21, since the bowser is located along the path that such aircraft would be likely to use when taxiing to the fuel pumps.