

ACCIDENT

Aircraft Type and Registration:	Beech 200 Super Kingair, G-KVIP	
No & Type of Engines:	2 Pratt & Whitney Canada PT6A-41 turboprop engines	
Year of Manufacture:	1979 (Serial no: BB-487)	
Date & Time (UTC):	31 December 2014 at 1757 hrs	
Location:	Newquay Airport, Cornwall	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right propeller, right side of nose and right main landing gear door	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	39 years	
Commander's Flying Experience:	4,421 hours (of which 142 were on type) Last 90 days - 126 hours Last 28 days - 23 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After refuelling at Newquay Airport, the pilot was taxiing to depart when the right propeller of the aircraft struck ground equipment. It is likely that the position of a bowser during refuelling, and the pilot's position in the aircraft, contributed to the pilot not seeing the ground equipment before the aircraft struck it.

History of the flight

The aircraft was had arrived at Newquay Airport on an air ambulance flight, and was parked on the most westerly parking stand (Stand 23) on Alpha Apron prior to positioning to Exeter. It was operated by one pilot with a medical technician in the cabin.

The aircraft was refuelled from a bowser parked in front of it. The pilot attended to an administrative task elsewhere while the aircraft was being refuelled and, when he returned, the bowser was still in place. The pilot carried out an external inspection of the aircraft and boarded shortly before the bowser was driven away. After starting the engines he was instructed to make a 90° right turn to join the Alpha taxiway and then make a right turn to proceed to the A2 holding point. He did not receive any guidance from a marshaller nor was this required by the airport operator.

As the aircraft commenced the right turn, its occupants heard a loud bang and felt a “judder”. The pilot stopped the aircraft and asked the passenger if he could identify the source of the noise. The passenger indicated that it may have been a piece of equipment moving in the baggage compartment. The pilot recommenced taxiing and, on reaching the holding point, was informed by ATC that he may have hit something. The aircraft returned to the parking slot it had vacated and shut down.

It was night and the weather conditions were “good”.

The aircraft suffered damage to its right propeller, right main landing gear door and the right side of the aircraft nose. The propeller had struck a panel on an item of mobile airfield barrier system (MABS) equipment; the panel was found some distance away. The pilot saw the MABS for the first time when he returned to the stand after the incident. As the MABS almost certainly moved as a result of the collision, it was not possible to establish its position before it was struck by the aircraft.

Airfield information

The Newquay entry in the United Kingdom Integrated Aeronautical Information Package stated:

‘Aircraft parking Alpha Apron stands 20-24 are to follow marshaller guidance.’

There was no requirement specified for marshaller guidance for an aircraft taxiing out. Nosewheel guidance lines were painted on the apron surface to mark the route for taxiing onto the stand but none were provided for taxiing out. The MABS had been positioned between Stand 23 and Stand 22 and was there to mark the restricted area on the apron. The MABS was not lit.

Analysis

The position of the bowser during refuelling probably obstructed the pilot’s view of the MABS whilst he was carrying out his external inspection. Also, the structure of the aircraft probably partially or completely obstructed his view of the MABS from his seated position in the left pilot’s seat. Unaware of the MABS he did not select his taxi route to avoid it and the right propeller struck the MABS panel, detachment of which caused the other damage to the aircraft.