

ACCIDENT

Aircraft Type and Registration:	1) Cessna 182F Skylane, G-WARP 2) Grumman AA-5 Traveller, G-BBSA
No & Type of Engines:	1) 1 Continental Motors Corp O-470-R piston engine 2) 1 Lycoming O-320-E2G piston engine
Year of Manufacture:	1) 1963 (Serial no: 182-54633) 2) 1974 (Serial no: AA5-0472)
Date & Time (UTC):	12 June 2015 at 1626 hrs
Location:	Ronaldsway Airport, Isle of Man
Type of Flight:	1) Private 2) Private
Persons on Board:	1) Crew - 1 Passengers - 3 2) Crew - 1 Passengers - 1
Injuries:	1) Crew - None Passengers - None 2) Crew - None Passengers - None
Nature of Damage:	1) G-WARP - Right wingtip and aileron severed 2) G-BBSA - Slight damage to propeller, engine shock-loaded
Commander's Licence:	1) Private Pilot's Licence 2) Private Pilot's Licence
Commander's Age:	1) 67 years 2) 67 years
Commander's Flying Experience:	1) 745 hours (of which 406 were on type) Last 90 days - 11 hours Last 28 days - 4 hours 2) 1,140 hours (of which 638 were on type) Last 90 days - 20 hours Last 28 days - 6 hours
Information Source:	Aircraft Accident Report Form submitted by the pilots

Synopsis

The outer section of the right wing and aileron on a taxiing aircraft (G-WARP) struck the rotating propeller of a stationary aircraft (G-BBSA). The occupants of both aircraft were uninjured.

History of the flight

The Senior Air Traffic Control Officer at Ronaldsway Airport reported that it was Race Day on the Isle of Man, there were a large number of aircraft movements and Taxiway D had been reclassified as an apron with approximately 70 light aircraft parked on the grass either side of this taxiway. All aircraft were required to obtain clearance to taxi, but only aircraft conducting IFR flights were required to obtain clearance to start their engines.

Both G-WARP and G-BBSA had been parked on the grass on the north side of Taxiway D. The pilot of G-BBSA reported that due to the uneven surface he was concerned at taxiing on the grass and had been advised by the ground staff, several days earlier, to pull the aircraft onto the taxiway before he started his engine.

Just prior to the accident, the pilot of G-BBSA pulled the aircraft forward until the nosewheel was on the taxiway and the mainwheels were on the edge of the taxiway, Figure 1. He then started the engine and waited for an opportunity to contact the Tower on the radio to request taxi and departure clearance. He heard an aircraft being given taxi and departure clearance and watched G-WARP as it taxied along Taxiway D, which had been reclassified as an apron, towards him. Initially he thought the right wing on G-WARP would clear his aircraft, but at the last moment realised that it would hit his propeller and therefore attempted to shut the engine down. However the outer section of the wing struck his propeller while the engine was rotating at approximately 1,000 rpm.



Figure 1

Position of G-BBSA and G-WARP after the collision
(Photograph courtesy Ronaldsway Airport)

The pilot of G-WARP reported that he was aware of an aircraft with an engine running parked on the left side of the taxiway and G-BBSA, which had its nosewheel on the taxiway, parked on the right side of the taxiway. He positioned his aircraft two metres to the left of the centre line and judged that there was sufficient room for him to clear the aircraft on both sides of the taxiway. The pilot of G-WARP reported that the engine on G-BBSA was not running as his cabin passed the other aircraft.

The occupants of both aircraft were uninjured. Approximately 0.3 m of the outer section of the right wing and aileron on G-WARP had been severed. The propeller on G-BBSA sustained some slight damage and the engine was suspected of having been shock-loaded.