

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	1) Socata TB21, N377C 2) Cessna 152, G-WACF
<b>No &amp; Type of Engines:</b>	1) 1 Lycoming T10-540-AB1AD piston engine 2) 1 Lycoming O-235-L2C piston engine
<b>Year of Manufacture:</b>	1) 2005 2) 1980 (Serial no: 84852)
<b>Date &amp; Time (UTC):</b>	9 October 2015 at 1600 hrs
<b>Location:</b>	Wycombe Air Park, Buckinghamshire
<b>Type of Flight:</b>	1) Private 2) Training
<b>Persons on Board:</b>	1) Crew - 1                      Passengers - 1 2) Crew - 2                      Passengers - None
<b>Injuries:</b>	1) Crew - None                  Passengers - None 2) Crew - None                  Passengers - N/A
<b>Nature of Damage:</b>	Propeller on N377C and wingtip on G-WACF damaged
<b>Commander's Licence:</b>	1) Private Pilot's Licence 2) Private Pilot's Licence
<b>Commander's Age:</b>	1) 69 years 2) 55 years
<b>Commander's Flying Experience:</b>	1) 2,218 hours (of which 345 were on type) Last 90 days - 14 hours Last 28 days - 6 hours  2) 1,085 hours (of which 209 were on type) Last 90 days - 69 hours Last 28 days - 18 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilots

**Summary**

While manoeuvring in the maintenance area at Wycombe Air Park, a ground collision occurred between a Socata TB21 and a Cessna 152.

**Reports of the collision***Overview*

A ground collision occurred between a Socata TB21, registration N377C, and a Cessna 152, registration G-WACF, in the aircraft maintenance area at Wycombe Air Park. The maintenance area formed a cul-de-sac bounded by four hangars, with the entry / exit located at the east side of the apron. The maintenance area was not under the control of Air Traffic Control (ATC) and pilots only needed to request taxi clearance if they were

going to enter the aircraft manoeuvring area. The collision occurred at 1600 hrs; sunset was at 1822 hrs.

#### *Report from pilot of N377C*

The pilot of N377C reported that following his flight he parked the aircraft outside the maintenance hangar. As he was shutting the engine down he was approached by a ground engineer who indicated with his hands and movement of his mouth that he was to move the aircraft. The pilot said that he believed, from the engineer's hand and mouth movements, that there was some urgency and that he was to perform a 180° turn and taxi further into the cul-de-sac. After checking that the area was clear, the pilot commenced the manoeuvre but after turning approximately 130° his passenger alerted him to an aircraft that was approaching from the right. The pilot brought the aircraft to a halt just as the left wing of G-WACF passed over his right wing and struck his propeller.

#### *Report from pilot of G-WACF*

The pilot of G-WACF reported that after landing he was cleared to taxi to the apron and then to the hangars. The taxi light and anti-collision beacon on his aircraft were illuminated when he taxied into the maintenance area. He saw N377C parked next to the hangar door and could see a ground engineer indicating to the pilot of N377C that he should move his aircraft away from the hangar. The pilot of G-WACF said that he slowly taxied past N377C before bringing his aircraft to a halt to allow the ground crew to push another aircraft out of the way. Shortly after stopping he felt a slight impact through the control column and was conscious of a sharp increase in ambient noise before becoming aware that his left wingtip had been struck by the propeller on N377C.

#### *Report from engineer*

The engineer reported that it was the end of the day and the flying school aircraft were being moved into the hangar for the night. He observed N377C taxiing into the cul-de-sac between the hangars before turning back towards the apron and parking outside the hangar. The engineer said he attracted the pilot's attention and made a gesture for him to move forward to clear the front of the hangar. There was a PA-28 parked in front of N377C, but he felt there was sufficient room for the pilot to taxi forward 25 to 30 feet. N377C moved forward and then turned back into the cul-de-sac. During the manoeuvre the propeller on N377C struck the left wingtip of G-WACF, which was taxiing into the cul-de-sac.

#### *Report from ATC*

ATC reported that the collision occurred behind them and they first became aware of what had happened when they heard a loud bang and turned round and saw what appeared to be debris from the wing of G-WACF on the ground.

### **Damage**

Neither of the pilots or passengers in the aircraft were injured. The propeller on N377C and the left wingtip on G-WACF were damaged.