

# Safety Investigation Report

Ref. AAIU-2015-14  
Issue date: 20 August 2016  
Status: Final

## SYNOPSIS

<b>Classification:</b>	Accident
<b>Level of investigation:</b>	Desk investigation
<b>Date and time:</b>	20 August 2015 – 10:05 UTC
<b>Aircraft:</b>	Cessna 172M msn 17265655. The airplane is registered in the Netherlands
<b>Owner:</b>	Private
<b>Accident location:</b>	On a taxi track on the airfield of Brasschaat (EBBT)
<b>Type of flight:</b>	General aviation – Cross country (international)
<b>Phase:</b>	Take-off
<b>Persons on board:</b>	One pilot, one pax
<b>Injuries:</b>	None

## Abstract

After landing in EBBT, the Cessna 172M taxied beyond the zone dedicated to powered aircraft, and entered a zone where the glider section of the aeroclub was active. During taxi, the aeroplane hit a small van that was parked on the grass along the taxiway with its left wing tip.

The accident was caused by the distraction of the pilot, not noticing a vehicle standing in the airplane's path.

Two recommendations are issued.

## FACTUAL INFORMATION

### History of the flight

The pilot wanted to fly from the Netherlands to EBBT, Brasschaat airfield. He phoned twice the airfield (club house phone number), but did not get any answer. He left a message in the answering machine.

The airplane took off from EHHV and when reaching EBBT, the pilot saw the airfield was open as there was activity with gliders.

After landing on runway 16, the aeroplane vacated at the end to the left and, following the taxiway, turned two times to the right.

When rolling on the taxiway perpendicular to the runway, the attention of the pilot was attracted by a winch and another vehicle, with a rotating warning light, standing in the extension of runway 16.

The pilot did not spot another van standing at 1 m from the left edge of the taxiway. The left wing tip of the aeroplane hit the van, swivelling the aeroplane to the left. The propeller hit the right flank of the van. Nobody got hurt.



Figure 1: The situation just after the collision

## Damages

### The aircraft.

Impact damage to the left wing tip and leading edge, and subsequent deformation damage to the rear spar.



Figure 2: damaged wingtip



Figure 3: damaged upper skin and structure

The propeller was also damaged.

### The van

The main damage of the van is on the right side; the propeller cut in the right door and the rear view mirror.



Figure 4: Damage to propeller and the van

## The airfield

Dating back 1910, the Brasschaat (EBBT) airfield is the oldest military airfield of Belgium. The military activities stopped in 2006, and is since operated by the Royal Aeroclub of Brasschaat.

Latitude: 51° 20' 41.20" North - Longitude: 4° 30' 8.70" East

Elevation: 75' (23m)

Max. Runway Length: 2950' (899m)

Comments: Runway info: Runway 16/34 (2950' x 98'), Surface: asphalt;

There are two main activities: Motorized aeroplanes and gliders

The use of the airfield is subject to prior permission from the operator by phone (prior permission required or 'PPR').

During operating hours basis information is available with "Brasschaat Radio" (122.900 MHz) - info only, no ATC

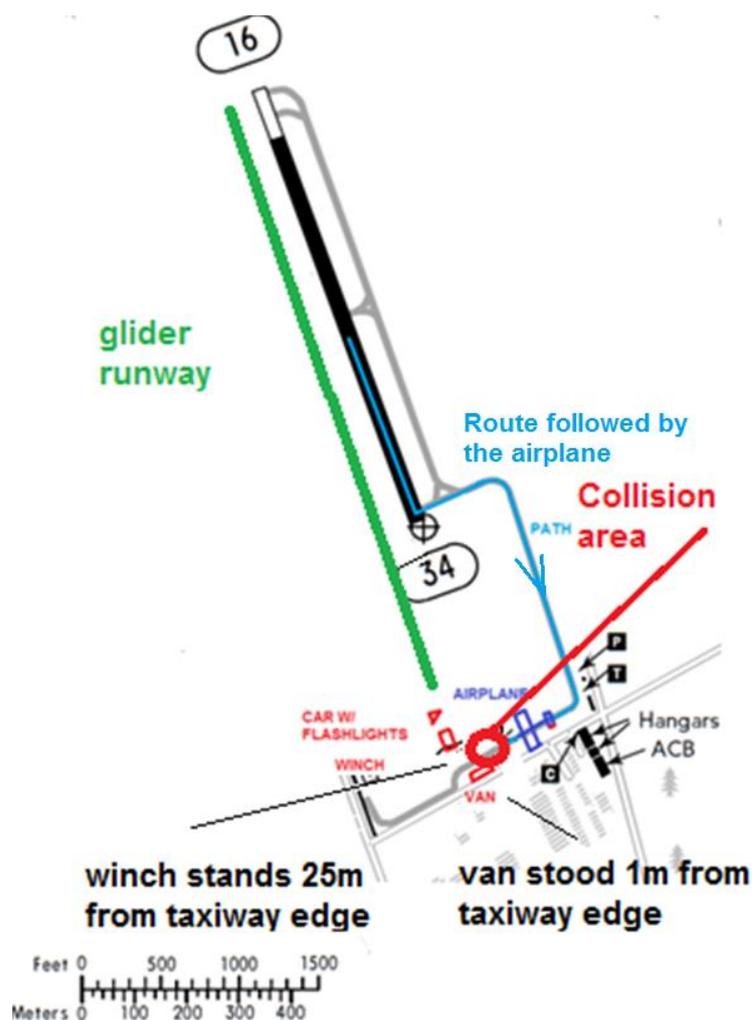


Figure 5: Situational sketch

## Aircraft information

### Aeroplane general information.

The Cessna 172 Skyhawk is a four-seat, single-engine, high-wing fixed-landing gear, fixed pitch propeller aeroplane. The first Cessna 172 flew in 1955 and are still in production.

#### Characteristics:

Crew:	1
Capacity:	3 passengers
Length:	8,22 m
Wingspan:	10,97 m
Height:	2,68 m

## Personnel information.

### Pilot

Male, 58-years old

Holder of a PPL licence issued by the Dutch CAA

Medical certificate Class 2, valid until October 2010

Experience;

It was the first time the pilot was landing in EBBT.

## ANALYSIS

As the airfield was PPR, the pilot tried to contact the airfield management by phone. However, he did not succeed to reach anyone, as the clubhouse is manned by the members of the “motorized aeroplane” section, that was closed that day.

The glider section of the aeroclub is mostly using its own dedicated runway, with a winch. When either one section of the aeroclub is active; the airfield is open.

The pilot landed, and took his plane to the taxiway. Its intention was to park the airplane close to the clubhouse.

However, he was not aware of the exact location of the parking for aeroplanes, and the clubhouse, as he passed in front of them, without stopping. The parking area was empty.

The aeroplane taxied further, in what is known as “the reserved glider” area and where vehicles and gliders are positioned, with no particular attention to the taxiway, “as no aeroplane goes that far”.

The attention of the pilot was distracted by the activity around the winch, located 25m from the edge of the runway, on the aeroplane’s right. A van stood closer to the taxiway edge, on the left, and the pilot did not see it.

The BCAA (Belgian Civil Aviation Authority) issued circular GDF 04 *Private aerodromes* in which amongst others is stated that no fixed installations may be placed within 15 m from the centerline of taxiways. It would be a good and safe practice by the users of the airfield to also follow this rule for mobile and/or temporary obstacles.

## CONCLUSIONS

### Cause of the accident

The accident was caused by the distraction of the pilot, not noticing a vehicle standing in the airplane's path.

Contributing factors:

- The pilot landed on a PPR airfield without having had an effective contact with the airfield management.
- The pilot did not locate the aeroplane parking spot, and clubhouse, as indicated on the airfield's map.
- The habit of the 'glider section' of the Brasschaat aeroclub to leave obstacles on the taxiway section running on their dedicated area.
- There was no signalization present to indicate that a portion of the taxiway was forbidden to aircraft traffic.

## SAFETY ACTIONS AND RECOMMENDATIONS

### **Recommendation: BE-2016-0001**

It is recommended the Aeroclub Brasschaat improves the signalization of the EBBT taxiway in order to prevent uncontrolled access of airplanes in the zone dedicated to gliders.

### **Recommendation: BE-2016-0002**

It is recommended the Aeroclub Brasschaat issues instructions to the airfield users aimed to ensure that the taxiway remains clear of obstacles.

### About this report

*As per Annex 13 and EU regulation EU 996/2010, each safety investigation shall be concluded with a report in a form appropriate to the type and seriousness of the accident and serious incident. For this occurrence, a limited-scope, fact-gathering investigation and analysis was conducted in order to produce a short summary report.*

*It is not the purpose of the Air Accident Investigation Unit to apportion blame or liability. The sole objective of the investigation and the reports produced is the determination of the causes, and, where appropriate define recommendations in order to prevent future accidents and incidents.*