

SYNOPSIS

Aircraft Type and Registration:	Gulfstream III (G-1159A), N103CD
No & Type of Engines:	2 Rolls-Royce Spey Mk511-8 turbofan engines
Year of Manufacture:	1984 (Serial no: 418)
Date & Time (UTC):	24 November 2014 at 2030 hrs
Location:	Biggin Hill Airport, Kent
Type of Flight:	Private
Persons on Board:	Crew - 2 Passengers - 5
Injuries:	Crew - None Passengers - None
Nature of Damage:	Aircraft damaged beyond economic repair
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	36 years
Commander's Flying Experience:	4,120 hours (of which 3,650 hours were on type) Last 90 days - 60 hours Last 28 days - 19 hours
Information Source:	AAIB Field Investigation

The aircraft lined up for takeoff in conditions of reduced visibility. The crew believed that the lights they could see ahead were runway centreline lights when they were actually runway edge lights. The aircraft began its takeoff run but ran off the paved surface and onto grass. The commander closed the thrust levers to reject the takeoff.

Information available to the pilots allowed them to develop an incorrect mental model of their route from the holding point to the runway. Environmental cues indicating that the aircraft was in the wrong position for takeoff were not strong enough to alert the pilots to the fact that they had lost situational awareness.

One Safety Recommendation has been made.