

**Aviation Safety Investigation Report  
199400538**

**Beech Aircraft Corp  
Super King Air**

**03 March 1994**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199400538                      **Occurrence Type:** Accident  
**Location:** Alice Springs  
**State:** NT    **Inv Category:** 4  
**Date:** Thursday 03 March 1994  
**Time:** 1722 hours                              **Time Zone** CST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** 200  
**Aircraft Registration:** VH-WNH                      **Serial Number:** BB-148  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** The Granites NT  
**Departure Time:** 1603 CST  
**Destination:** Alice Springs NT

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	1050.0	4050

**Approved for Release:** Sunday, June 19, 1994

As the pilot taxied his aircraft towards his normal parking place on the G.A. apron he was aware of an aircraft to his right parked next to the refuelling installation, and a refuelling tanker parked on the apron to his left.

It is common to have tankers on the apron, although this tanker was parked further away than normal from the aircraft it was servicing. The pilot was concentrating on ensuring clearance from the parked aircraft to his right, and experienced sun glare when looking towards the tanker.

Although the aircraft was taxiing on the centreline of the taxiway, the pilot realised too late that the left wingtip would not clear the tanker, and was unable to prevent a collision which damaged the wingtip and aileron.