Aviation Safety Investigation Report 198903787

Cessna 441 Conquest

30 June 1989

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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.

Occurrence Number: 198903787 **Occurrence Type:** Accident
Location: Brisbane QLD
Date: 30 June 1989 **Time:** 130
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	**0**	**0**	**0**	**2**

Aircraft Details: Cessna 441 Conquest
Registration: VH-TFB
Serial Number: 4410260
Operation Type: Charter
Damage Level: Substantial
Departure Point: Brisbane QLD
Departure Time: N/A
Destination: Emerald QLD

Approved for Release: 31 July 1989

Circumstances:

The pilot reported that he had noticed condensation on the windscreen prior to taxiing, and had turned on the windscreen defog fan and placed the external bleed air blower on. A flow of bleed air was achieved by advancing the left throttle. The landing lights and taxy lights were turned on when he turned right out of the parking bay, and began to follow the unlit taxiway centreline. The pilot said that the line was difficult to see but visibility was sufficient to continue. Light rain was falling at the time. The passenger, who was also an experienced pilot, noted that the pilot was following the centreline and said that visibility ahead was limited from the right hand seat, but that he could see better to the right of the nose due to less fogging on that part of the windscreen. He was aware that the pilot was operating the defogging equipment and momentarily diverted his attention inside the aircraft. When he looked up again the aircraft had diverged right towards the parked aircraft and he shouted a warning to the pilot. The pilot turned the aircraft left immediately, but the right wingtip struck the tail of the parked aircraft. The passenger said that he was not aware that the pilot had been unable to see the parked aircraft prior to the collision. The pilot and passenger both stated that the apron lighting was inadequate for night operations in reduced visibility.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. Visibility was reduced due to light rain.

2. The pilot did not detect the aircraft turning right following the increase of power on the left engine.

3. The apron is not equipped with illuminated taxiway lighting.

4. Apron illumination and visibility was such that the pilot did not see a parked aircraft to his right.