

**Aviation Safety Investigation Report
199700992**

**Piper Aircraft Corp
Seneca
Cessna Aircraft Company
180K**

28 March 1997

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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.

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: 199700992 **Occurrence Type:** Accident
Location: Bankstown, Aerodrome
State: NSW **Inv Category:** 4
Date: Friday 28 March 1997
Time: 0748 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 180K
Aircraft Registration: VH-SOH **Serial Number:** 18053133
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Minor
Departure Point: Bankstown. NSW
Departure Time:
Destination: Bankstown. NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL	900.0	17700

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-34-200T
Aircraft Registration: VH-HKQ **Serial Number:** 34-7770094
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Bankstown. NSW
Departure Time:
Destination: Ballina. NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	1.4	1800

Approved for Release: Thursday, May 22, 1997

After completing pre-takeoff checks in the northern runup bay for runway 29, the pilot of the Cessna 180 began taxiing to the runway 29R holding point. As the aircraft moved forward and turned left onto taxiway K5 he saw a Piper Seneca to his right, in very close proximity, taxiing along K5. The pilot of the Cessna braked sharply, however the nose of the aircraft pitched down, resulting in the propeller of the Cessna striking the left tailplane of the Seneca.

Weather conditions were fine, with no obstacles to visibility. Because of the high nose attitude of the aircraft and associated obstruction by the instrument panel, the pilot of the Cessna 180 did not see the approaching Seneca as he left the holding bay. When he did see the Seneca he had insufficient time to prevent a collision.

