

**Aviation Safety Investigation Report
199401773**

**Cessna Aircraft Company
Titan**

06 July 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199401773 **Occurrence Type:** Accident
Location: Mildura
State: VIC **Inv Category:** 4
Date: Wednesday 06 July 1994
Time: 2045 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 404
Aircraft Registration: VH-DLF **Serial Number:** 4040683
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Substantial
Departure Point: Renmark SA
Departure Time: 2010 EST
Destination: Mildura VIC

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL 1st Class	1011.0	7503

Approved for Release: Tuesday, August 30, 1994

The helicopter arrived at Mildura at about 1745 EST. The pilot was marshalled to a parking spot by the refueller. After the helicopter was refuelled, the pilot offered to reposition the helicopter but the refueller suggested it remain parked where it was, as had been common practice in the past. The pilot complied with the refueller's advice. The helicopter was not parked on a taxiway.

At 2045 EST, while taxiing to the terminal, in very dark conditions, the Cessna 404 pilot followed a yellow taxi guide line with the aircraft's taxi light illuminated. He was momentarily distracted by the windsock lights flashing and inadvertently allowed the aircraft to drift about one metre to the right. As he returned his attention to the yellow line, he suddenly saw the parked helicopter in his peripheral vision. He attempted to stop but the right propeller contacted one rotor blade and the right wing tip impacted the windshield of the unattended helicopter. The collision occurred about 25 metres from the usual parking bay for the Cessna. The Cessna 404 pilot was not expecting a helicopter to be parked where it was.