

## DHC-6 Twin Otter Series 310, VP-FBC

**AAIB Bulletin No:** 11/99      **Ref:** EW/G99/08/18      **Category:** 1.2

**Aircraft Type and Registration:** DHC-6 Twin Otter Series 310, VP-FBC

**No & Type of Engines:** 2 Pratt and Whitney PT6A-27 turboprop engines

**Year of Manufacture:** 1982

**Date & Time (UTC):** 18 August 1999 at 1320 hrs

**Location:** Oxford (Kidlington) Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Minor damage to the top of the PA-34 tail fin

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 34 years

**Commander's Flying Experience:** 4,700 hours (of which 1,800 were on type)  
Last 90 days - 36 hours  
Last 28 days - 36 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot of the DHC-6 was to conduct a short recency and general handling flight. He had contacted Oxford Ground which was, on that day, using the same frequency as the Tower, 118.875 MHz. Having been cleared to taxi he was following a PA-31 along the taxiway in front of the tower. The PA-31 was warned by ATC about a PA-34 which was incorrectly parked on the left side of the taxiway with its tail encroaching onto the taxiway. The DHC-6 pilot monitored this transmission and whilst he could see a Beech 200 which was correctly parked to the left of the PA-34, from his perspective it obscured his view of the PA-34. To the right of the taxiway was another aircraft correctly parked almost opposite the Beech 200.

The PA-31 having cleared the two aircraft, the DHC-6 was taxied slowly along the yellow line delineating the centre of the taxiway. Having cleared the Beech 200 on his left and having lost site of it due to the left-hand engine the pilot monitored the parked aircraft to his right to ensure safe clearance. Having passed this aircraft successfully his attention was caught by a member of the airfield ground staff signalling him to close down his engines. After shut-down it was discovered that the tail fin top cover of the PA-34 had broken when coming into contact with the left aileron/flap attachment bracket of the DHC-6. There was no damage to the Twin Otter.

The pilot considered that he has been unable to appreciate the close proximity of the PA-34 when his attention was diverted from his left by the aircraft he was trying to avoid on his right. This combined with the difficulty in seeing tip clearance in the Twin Otter due to the position of the engines.