Aviation Safety Investigation Report 199702663

Cessna Aircraft Company Centurion Fairchild Industries Inc Metro 23

20 August 1997

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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.

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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: 199702663 Occurrence Type: Incident

Location: 26km NW Tennant Creek, Aerodrome

State: NT Inv Category: 4

Date: Wednesday 20 August 1997

Time: 1105 hours Time Zone CST

Highest Injury Level: None

Aircraft Manufacturer: Fairchild Industries Inc

Aircraft Model: SA227-DC

Aircraft Registration: VH-ANY Serial Number: DC-840B

Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled

Damage to Aircraft: Nil

Departure Point: Tindal NT **Departure Time:** 1007 CST

Destination: Tennant Creek NT

Aircraft Cessna Aircraft Company

Manufacturer:

Aircraft Model: 210K

Aircraft VH-NLB Serial 21059371

Registration: Number:

Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled

Domestic Low Capacity Passenger Scheduled

Damage to Aircraft:

Departure Point: Departure Time: Destination:

Approved for Release: Tuesday, September 23, 1997

Circumstances

The pilot reported that at 25 DME inbound to Tennant Creek, the appropriate inbound call was made on the CTAF frequency. No traffic responded to this call, nor were any other calls heard until, approaching 5,000 feet, there was an excited call from an unidentified aircraft to "aircraft inbound to Tennant Creek". VH-ANY levelled at 4,500 feet and called the other aircraft. The pilot of VH-NLB responded, saying that he had left 5,000 feet on climb. VH-ANY then continued descent to Tennant Creek.

The pilot of VH-NLB later said that he had made taxy, airborne and departure calls on departing Tennant Creek. He estimated the minimum separation with VH-ANY to have been about 1NM. The crew of VH-ANY did not see the other aircraft.