

**Aviation Safety Investigation Report  
199501461**

**Cessna Aircraft Company  
402B  
Saab Aircraft AB  
SF-340A**

**17 May 1995**

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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](http://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:** 199501461                      **Occurrence Type:** Incident  
**Location:** Adelaide  
**State:** SA    **Inv Category:** 4  
**Date:** Wednesday 17 May 1995  
**Time:** 0925 hours                      **Time Zone** CST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Saab Aircraft AB  
**Aircraft Model:** SF-340A  
**Aircraft Registration:** VH-KDI                      **Serial Number:** 131  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:**  
**Departure Point:** Adelaide SA  
**Departure Time:** 0924 CST  
**Destination:** Whyalla SA

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	3500.0	9700

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 402B  
**Aircraft Registration:** VH-CEM                      **Serial Number:** 402B1067  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:**  
**Departure Point:** Kingscote SA  
**Departure Time:** 0900 CST  
**Destination:** Adelaide SA

**Approved for Release:** Tuesday, September 5, 1995

The pilot-in-command of the SF-340A had been issued a takeoff clearance from runway 23, with a restriction to maintain runway heading due to an inbound Cessna 402B approaching from the south, to join a right hand circuit for runway 12.

After takeoff, the aircraft was seen to turn right to intercept its planned outbound track, contrary to the takeoff clearance instructions.

The turn was observed by both the Tower and Departure Controllers, but too late to effect the required separation. Both aircraft remained in sight of the Tower Controller during the conflict.

While the SF-340A was turning it passed within 1.85km horizontally, and less than 1,000ft vertically above the inbound traffic.

The co-pilot had recently been endorsed on the aircraft type, and the pilot-in-command advised that he had been distracted during taxi and take-off by slower than normal pre-takeoff checks due to the inexperience of this crew member, and forgot about the after takeoff restriction.

