

**Aviation Safety Investigation Report
199400042**

**Cessna Aircraft Company
C-152
Piper Aircraft Corp
Archer**

07 January 1994

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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.

Occurrence Number: 199400042 **Occurrence Type:** Incident
Location: Moorabbin
State: VIC **Inv Category:** 4
Date: Friday 07 January 1994
Time: 1119 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 152
Aircraft Registration: VH-IBL **Serial Number:** 15282445
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Moorabbin VIC
Departure Time:
Destination: Moorabbin VIC

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command		15.0	40

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-181
Aircraft Registration: VH-NBE **Serial Number:** 28-8190001
Type of Operation: Instructional Dual
Damage to Aircraft: Nil
Departure Point: Moorabbin VIC
Departure Time:
Destination: Moorabbin VIC

Approved for Release: Tuesday, April 5, 1994

Runways 31 (left and right) were in use at Moorabbin. VH-IBL landed on runway 31L and vacated the runway via runway 22. VH-NBE was then given a clearance to takeoff. Just after the aircraft became airborne, the student pilot abandoned the takeoff. VH-IBL had inadvertently re-entered runway 31L and the student pilot of VH-NBE believed that his aircraft would not clear the other aircraft. The instructor assumed control of the aircraft and manoeuvred it around VH-IBL.

The pilot of VH-IBL had only recently been issued his private pilot licence. Although he was an experienced glider pilot he was not very experienced at Moorabbin. He said that after vacating the runway he had had to taxi around a stationary aircraft and believed he had become disoriented and re-entered runway 31L.



The instructor in VH-NBE had watched both VH-IBL and the aircraft ahead of it land and taxi. He stated that VH-IBL had not taxied around the preceding aircraft. He said the preceding aircraft was well ahead of VH-IBL and was not a factor in the occurrence. He also believed that it was unnecessary for his student to abandon the takeoff as their aircraft would have been well clear of VH-IBL.

