

**Aviation Safety Investigation Report  
199400097**

**Cessna Aircraft Company  
U206G  
Cessna Aircraft Company  
Cessna Skyhawk**

**12 January 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](http://www.atsb.gov.au).**

---

**Occurrence Number:** 199400097                      **Occurrence Type:** Incident  
**Location:** Hobart/Cambridge  
**State:** TAS    **Inv Category:** 4  
**Date:** Wednesday 12 January 1994  
**Time:** 1630 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** U206G  
**Aircraft Registration:** VH-MYS                      **Serial Number:** U20605162  
**Type of Operation:** Charter                      Passenger  
**Damage to Aircraft:** Nil  
**Departure Point:** Melalueca, TAS  
**Departure Time:**  
**Destination:** Cambridge, TAS

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172M  
**Aircraft Registration:** VH-DXO                      **Serial Number:** 17266792  
**Type of Operation:** Instructional                      Dual  
**Damage to Aircraft:** Nil  
**Departure Point:** Cambridge, TAS  
**Departure Time:**  
**Destination:** Cambridge, TAS

**Approved for Release:** Sunday, June 19, 1994

VH-DXO was conducting crosswind circuits on runway 06 (circuit direction right hand). VH-MYS, inbound from the southwest, was given traffic on VH-DXO and instructed to join downwind for runway 14 (circuit direction also right hand). VH-MYS was also instructed to report "approaching the circuit".

As VH-DXO was about to turn onto right base for runway 06, VH-MYS passed in front of VH-DXO at right angles tracking on a right downwind leg for runway 14. The pilot in command of VH-DXO estimated that the two aircraft missed by about 10 metres. The pilot of VH-MYS reported on downwind immediately after the near collision but had not reported approaching the circuit as requested by air traffic control.

Significant Factors:

The following factors were relevant to the development of this occurrence:

1. The pilot of VH-MYS did not report approaching the circuit as requested by air traffic control.
-

2. Lookout by the pilots of both aircraft was ineffective.
  
3. The instruction issued to VH-MYS by air traffic control to report approaching the circuit was too vague as this is not a specific position and is open to individual interpretation.

**Safety Action:**

It was considered that this incident may have been averted if VH-MYS had been instructed to report at a specific location approaching the circuit rather than instructed to report approaching the circuit area which was vague and open to interpretation. This aspect was discussed with air traffic control supervisory personnel at Melbourne who will be taking standardisation action on the matter.

