Aviation Safety Investigation Report 199401646

Piper Aircraft Corp Archer Fokker B.V. Fellowship

23 June 1994

Aviation Safety Investigation Report 199401646

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.

Aviation Safety Investigation Report

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: 199401646 Occurrence Type: Incident

Location: 2km SSW Melbourne

State: VIC **Inv Category:**

Date: Thursday 23 June 1994

1203 hours Time Zone **EST** Time:

Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp

Aircraft Model: PA-28-181

Aircraft Registration: VH-TXN **Serial Number:** 28-7690111

Type of Operation: Non-commercial Pleasure/Travel

Damage to Aircraft: Nil

Departure Point: Tyabb VIC **Departure Time:** 1126 EST

Destination: Shepparton VIC

Aircraft Manufacturer: Fokker B.V. Aircraft Model: F28 MK 4000

Aircraft Registration: VH-EWA Serial Number: 11195

Type of Operation: Air Transport Training

Damage to Aircraft:

Melbourne VIC **Departure Point:**

Departure Time:

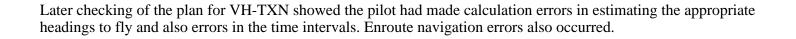
Destination: Melbourne VIC

Approved for Release: Monday, October 31, 1994

The crew on VH-EWA were conducting circuit training at Melbourne Airport. On the base leg turn for runway 34 the crew reported sighting another aircraft which had passed above them.

The other aircraft was VH-TXN, which had entered the Melbourne control zone without a clearance. The pilot of VH-TXN was proceeding from Tyabb to Shepparton and the pilot was intending to track around the southern and western boundaries of the zone. No contact was made with the aircraft until the pilot later called on the Radar Advisory Service (RAS) frequency at Rockbank.

Subsequently the aircraft again entered the zone without a clearance near Sunbury. The aircraft was not on the RAS frequency at the time. Subsequently RAS made radio contact and the pilot was given radar headings to clear the zone near Beveridge.



Significant Factors

The following factors were considered relevant to the development of the incident:

- 1. Poor flight planning by the pilot of VH-TXN.
- 2. Poor inflight navigation procedures by the pilot of VH-TXN.