

**Aviation Safety Investigation Report
199401646**

**Piper Aircraft Corp
Archer
Fokker B.V.
Fellowship**

23 June 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.

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:** 4
Date: Thursday 23 June 1994
Time: 1203 hours **Time Zone** EST
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: Nil
Departure Point: Melbourne VIC
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.

Later checking of the plan for VH-TXN showed the pilot had made calculation errors in estimating the appropriate headings to fly and also errors in the time intervals. Enroute navigation errors also occurred.

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.

