**Aviation Safety Investigation Report 199301976** 

Avtech Pty Ltd Jabiru Fairchild Industries Inc Metro 23

04 July 1993

## Aviation Safety Investigation Report 199301976

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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.

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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.

199301976

**Aviation Safety Investigation Report** 

Occurrence Number: 199301976 Occurrence Type: Incident

Location: Mount Gambier

State: **Inv Category:** 4 SA

Date: Sunday 04 July 1993

1620 hours **Time Zone CST** Time:

Highest Injury Level: None

Aircraft Manufacturer: Fairchild Industries Inc

Aircraft Model: SA227-DC

Aircraft Registration: VH-KDJ Serial Number: DC-797B

**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled

**Damage to Aircraft:** 

**Departure Point:** Mount Gambier SA

**Departure Time:** 1615 CST **Destination:** Portland VIC

Aircraft Avtech Pty Ltd

Manufacturer:

Aircraft Model: **JABIRU** 

Aircraft Serial Number: **Registration:** 

**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled

Domestic Low Capacity Passenger Scheduled

Damage to Nil

Aircraft:

**Departure Point:** Mount Gambier SA

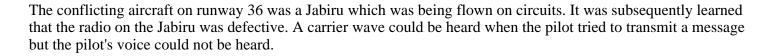
**Departure Time:** 1620 CST

**Destination:** Mount Gambier SA

**Approved for Release:** Wednesday, October 26, 1994

The crew of VH-KDJ taxied the aircraft for departure from runway 18. Calls were made on both the area and Mandatory Traffic Advisory Frequency (MTAF). From this it was ascertained there were two other aircraft operating in the area. Initially both were to use runway 18, but one of these advised he would land on 36 instead. This did not cause any problems for the crew of VH-KDJ and they were still able to use runway 18.

Engine power was applied for take off and as the roll started they transmitted a call that they were rolling. The pilot of the aircraft using runway 36 called them and said there was another aircraft, of which they were not aware, taking off in the opposite direction. The take off in VH-KDJ was rejected at low speed and the two aircraft did not get close.



Significant Factor

The following factor was considered relevant to the development of the accident:

1. The VHF radio on the Jabiru was unserviceable.