

**Aviation Safety Investigation Report
199001155**

Cessna 152

1 September 1990

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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 CEO 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.

This accident was not the subject of an on-scene investigation.

Occurrence Number: 199001155 **Occurrence Type:** Accident

Location: Geelong Airport VIC

Date: 1 September 1990 **Time:** 1215

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Cessna 152

Registration: VH-WLA

Serial Number: 15282749

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: Geelong Airport VIC

Departure Time: 1210

Destination: Geelong Airport VIC

Approved for Release: 15th May 1991

Circumstances:

The solo student pilot was conducting left-hand circuits on runway 27 in a westerly wind of about 15 knots. When he transmitted his "base" call on VHF frequency 119.1, he neither heard nor saw another aircraft in the circuit. During the landing roll he realised he was on a collision course with a Piper PA28 which had landed on runway 36. He applied brakes and veered left while attempting to avoid a collision. At the runway intersection both aircraft missed each other by about one metre. After the near-miss the student applied full power for a go-around but his aircraft veered further left. As he attempted to steer back on to runway 27, the left side of the horizontal stabiliser struck the airfield boundary fence. The pilot of the Piper PA28 was conducting an Instrument Flight Rules flight via Avalon. The PA28 was equipped with only one VHF radio. The pilot said that while still in the Avalon control zone he called Geelong on 119.1 to advise his ETA. He said he was told the wind was westerly but could not recall being advised of traffic. He then returned to Avalon tower frequency. Geelong Airport personnel said the pilot was advised that the duty runway was runway 27 and that there was a Cessna 152 operating in the circuit. As 119.1 is not recorded it was not possible to check exactly what was said. Passing Avalon control zone boundary (approximately nine kilometres north of Geelong) the pilot selected the Melbourne area frequency 124.9 and remained on 124.9 for the arrival at Geelong. Flight Service advised of following traffic also destined for Geelong. The PA28 joined on downwind for a right circuit for runway 36. On the downwind leg, the pilot saw a Cessna to the left and about 400 feet below. He thought this aircraft was in transit whereas it was actually on the base leg for runway 27. He had no further sighting of the Cessna until established on the landing roll, at which time the PA28 passenger gave warning of a possible collision.

Reccomendations:

It is recommended that the Civil Aviation Authority clarifies the practice of using 119.1, particularly at Authorised Landing Areas, and produces relevant documentation for pilots.