

**Aviation Safety Investigation Report
199203022**

**Beech Aircraft Corp
Baron
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Baron**

19 November 1992

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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.

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: 199203022 **Occurrence Type:** Incident
Location: Brisbane
State: QLD **Inv Category:** 4
Date: Thursday 19 November 1992
Time: 0812 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-KEW **Serial Number:** TH803
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Brisbane QLD
Departure Time:
Destination: Wondai QLD

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-WLC **Serial Number:** TH977
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Brisbane QLD
Departure Time: 0810 EST
Destination: Goonoo QLD

Approved for Release: Thursday, October 17, 1996

The pilot of VH-WLC used the wrong callsign when commencing to taxi (ie. VH-KEW). He changed to the correct callsign when ready to take off, and advised ATC. The controllers had strips for both callsigns and changed the callsign on the strips initially used instead of changing strips. As a result, ATC had the aircraft route and altitude incorrect. Calls made by the pilot after take off were mis-heard by the controllers.