

**Aviation Safety Investigation Report
199300317**

**Piper Aircraft Corp
Chieftain**

02 February 1993

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.

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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: 199300317 **Occurrence Type:** Incident
Location: 15km NW Sydney
State: NSW **Inv Category:** 4
Date: Tuesday 02 February 1993
Time: 0912 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-ATP **Serial Number:** 31-7405447

Type of Operation: Air Transport Domestic Low Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 2205 ESuT
Destination: Coonabarabran NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL 1st Class	600.0	2400

Approved for Release: Monday, August 30, 1993

The aircraft was issued with an airways clearance to climb straight ahead from runway 34 and maintain 3000 feet. The pilot called airborne and reported on climb to 3000 feet. There was no Secondary Surveillance Radar (SSR) altitude readout evident. The pilot was then cleared to climb to 4000 feet but still no SSR readout was displayed. At approximately 10 nautical miles north of the airport the height readout appeared, indicating 4400 feet. When the pilot was queried he reported on descent to 4000 feet.

The pilot later reported that he had set 4000 feet on the assigned altitude indicator and subsequently noticed that he had inadvertently climbed to 4200 feet.

The pilot also reported that he had noticed the encoding altimeter on the co-pilot panel had not been set to QNH and was indicating 200 feet higher than the pilot's altimeter.