

**Aviation Safety Investigation Report
199900027**

**Cessna Aircraft Company
Centurion
de Havilland Canada
Dash 8**

06 January 1999

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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.

Occurrence Number: 199900027 **Occurrence Type:** Incident
Location: Darwin, Aerodrome
State: NT **Inv Category:** 4
Date: Wednesday 06 January 1999
Time: 1635 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210M
Aircraft Registration: VH-KST **Serial Number:** 21062521
Type of Operation: Instructional Check
Damage to Aircraft: Nil
Departure Point: Darwin NT
Departure Time: 1632 CST
Destination: Darwin NT

Aircraft Manufacturer: de Havilland Canada
Aircraft Model: DHC-8-202
Aircraft Registration: VH-JSH **Serial Number:** 411
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Darwin NT
Departure Time: 1635 CST
Destination: McArthur River NT

Approved for Release: Wednesday, March 3, 1999

The pilot of VH-KST, a Cessna 210M aircraft, was instructed to extend the first crosswind leg of his circuit for Runway 36 to allow the departure of VH-JSH, a DHC-8 aircraft from Runway 29. As JSH rotated for takeoff, KST turned downwind and crossed in front of JSH. The crew of JSH saw KST but did not take evasive action. JSH passed approximately 1,000 m behind KST at the same altitude, about 1,000 ft AMSL. The pilot of JSH confirmed the miss-distance estimation.

The investigation revealed that the pilot of KST did not recall any ATC instructions to maintain first crosswind. The transcript of communications of the automatic voice recording (AVR) tape showed that the pilot acknowledged the crosswind instruction but did not respond to three subsequent transmission directed to his aircraft by the tower controller. The chief pilot of the company which operated KST was on the aircraft supervising the pilot in command. He said that the communications system in the aircraft had an unserviceability which resulted in the pilot operating the VHF radio with a headset and a hand microphone. The supervising pilot was not able to monitor air to air communications due to the unserviceability.
