

**Aviation Safety Investigation Report
198802367**

**Cessna 152
Piper PA28-181**

14 May 1988

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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: 198802367
Location: Bankstown NSW
Date: 14 May 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1654

| | Fatal | Serious | Minor | None |
|--------------|----------|----------|----------|----------|
| Crew | 0 | 0 | 2 | 2 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 2 |

| | | |
|--------------------------|----------------------------------|----------------------------------|
| Aircraft Details: | Cessna 152 | Piper PA28-181 |
| Registration: | VH-HCE | VH-EMZ |
| Serial Number: | 15283791 | 28-7790600 |
| Operation Type: | Aerial Work (Instructional Solo) | Aerial Work (Instructional Solo) |
| Damage Level: | Substantial | Substantial |
| Departure Point: | Bankstown NSW | Mudgee NSW |
| Departure Time: | N/A | 0 |
| Destination: | Bankstown NSW | Bankstown NSW |

Approved for Release: November 9th 1988

Circumstances:

The pilot of VH-HCE was preparing to conduct solo circuits and landings, using runway 11 Right. The aircraft had stopped facing northwards on the bitumen section of runway 36 Right, just south of taxiway Lima, while the instructor vacated the aircraft. The Piper VH-EMZ had previously landed and was taxiing westward along taxiway Lima. As VH-EMZ approached the runway 36 Right intersection, VH-HCE began to cross taxiway Lima, heading towards the holding point for runway 11 Right. The two aircraft collided in the middle of the taxiway. The pilot of VH-EMZ subsequently reported that she had difficulty seeing along the taxiway because of the late afternoon sun. The pilot of VH-HCE reported that he had looked along taxiway Lima prior to moving forward, but had not seen the other aircraft.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

1. The pilot of the Cessna did not adequately check for traffic before moving across the runway.
2. The pilot of the Piper was taxiing too fast, particularly in view of the sun glare problem. She failed to see the other aircraft in time to prevent a collision.