

**Aviation Safety Investigation Report
199700777**

**Cessna Aircraft Company
182P
Fairchild Industries Inc
Metro 23**

12 March 1997

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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:	199700777	Occurrence Type:	Incident
Location:	Mildura, Aerodrome		
State:	VIC	Inv Category:	4
Date:	Wednesday 12 March 1997		
Time:	1004 hours	Time Zone	ESuT
Highest Injury Level:	None		

Aircraft Manufacturer:	Cessna Aircraft Company		
Aircraft Model:	182P		
Aircraft Registration:	VH-PRN	Serial Number:	18265014
Type of Operation:	Non-commercial Pleasure/Travel		
Damage to Aircraft:	Nil		
Departure Point:	Mildura Vic		
Departure Time:	1004 ESuT		
Destination:	Barham NSW		

Aircraft Manufacturer:	Fairchild Industries Inc		
Aircraft Model:	SA227-DC		
Aircraft Registration:	VH-KDO	Serial Number:	DC-837
Type of Operation:	Air Transport Domestic Low Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Mildura Vic		
Departure Time:	1004 ESuT		
Destination:	Melbourne Vic		

Approved for Release: Thursday, March 13, 1997

The captain of VH-KDO gave taxiing calls on both MBZ and FS frequencies, advising they were taxiing for runway 09. Shortly before commencing their take-off roll, the crew of KDO heard the pilot of VH-PRN advise he was taxiing for runway 36. As they commenced their take-off roll, the captain made a call to "all stations Mildura and PRN - KDO is rolling runway 09". The pilot of PRN acknowledged that call. After they had passed V1 and rotated, they saw PRN becoming airborne from runway 36. The crew of KDO took avoiding action, passing approximately 300 ft above and 100 to 150 m behind PRN.

The pilot of PRN reported later that he had misinterpreted the "rolling" call from KDO, and believed when he heard that call, KDO was in fact commencing to taxi. At Mildura there are aerodrome buildings located between the thresholds of runways 36 and 09 so that a pilot in an aircraft at one threshold can not see an aircraft at the other threshold nor for the initial part of the take-off run. There is a notice to this effect in the Enroute Supplement.