

**Aviation Safety Investigation Report  
199600678**

**Piper Aircraft Corp  
Cherokee Cruiser  
Embraer-Empresa Brasileira de  
Aeronautica  
Brasilia**

**02 March 1996**

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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](http://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:** 199600678                      **Occurrence Type:** Incident  
**Location:** 5km SE Mackay, Aerodrome  
**State:** QLD    **Inv Category:** 4  
**Date:** Saturday 02 March 1996  
**Time:** 0928 hours                                      **Time Zone:** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-28-235  
**Aircraft Registration:** VH-KIF                      **Serial Number:** 28-10480  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Nil  
**Departure Point:** Mackay QLD  
**Departure Time:** 0925 EST  
**Destination:** Mackay QLD

#### Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	20.0	1200

**Aircraft Manufacturer:** Embraer-Empresa Brasileira de Aeronautica  
**Aircraft Model:** EMB-120 ER  
**Aircraft Registration:** VH-XFW                      **Serial Number:** 120181  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Mackay QLD  
**Departure Time:** 0928 EST  
**Destination:** Rockhampton QLD

**Approved for Release:** Wednesday, May 8, 1996

The Cherokee departed from runway 14 to track to Flat Top Island, 4 NM east of Mackay, to carry out airwork. Soon after, a Brasilia reported ready to takeoff from the same runway, with the intention of tracking to Rockhampton via the 131 VOR radial. The aerodrome controller cleared the Brasilia to takeoff after observing the Cherokee appeared to be established on track to Flat Top Island.

The pilot of the Brasilia reported that as he turned left to intercept the 131 VOR radial, he noticed the VOR had apparently failed, and attempted to resolve the problem. Soon after, the copilot reported another aircraft immediately ahead. The pilot saw a Cherokee about 200 metres away at the same altitude, but slightly to the left, and passing from left to right. He took immediate evasive action by turning left to pass behind the other aircraft.

The investigation established that the instructor in the Cherokee had been concentrating on the instructional sequence, and had not continued on track to Flat Top Island as cleared. The Cherokee had been subsequently turned onto a southwesterly heading, which conflicted with the flight path of the departing Brasilia.

