

**Aviation Safety Investigation Report
199602035**

**Aero Engine Service Ltd
T6/24
Cessna Aircraft Company
Golden Eagle**

01 July 1996

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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: 199602035 **Occurrence Type:** Incident
Location: 5km E Archerfield, Aerodrome
State: QLD **Inv Category:** 4
Date: Monday 01 July 1996
Time: 1209 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Aero Engine Service Ltd
Aircraft Model: T6/24
Aircraft Registration: VH-JVV **Serial Number:** B559
Type of Operation: Non-commercial Business
Damage to Aircraft: Nil
Departure Point: Archerfield QLD
Departure Time: 1105 EST
Destination: Archerfield QLD

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 421C
Aircraft Registration: VH-DRB **Serial Number:** 421C0256
Type of Operation: Commercial Aerial Mapping/Photo/Survey
Damage to Aircraft: Nil
Departure Point: Archerfield QLD
Departure Time: 1040 EST
Destination: Archerfield QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	500.0	10500

Approved for Release: Tuesday, July 16, 1996

The pilot was tracking for left base, runway 22 (about 290 degrees), and was instructed to report abeam the Queen Elizabeth 2 stadium. A twin- engined aircraft, VH-DRB, was descending to 1500 feet from CTA to the south east of Archerfield. The pilot of this aircraft had initially requested a landing on runway 28 but the controller had difficulty in facilitating this request. The controller ultimately instructed VH-DRB to make a visual approach via a wide left base for runway 22, and to follow a third aircraft on final approach.

In VH-JVV, the pilots were monitoring the progress of of VH-DRB by radio. The trainee instructor alerted the pilot in command to the position of the other aircraft. An immediate climbing turn was initiated in order to avoid a collision. The controller attempted to confirm that JVV had VH-DRB in sight at about the same time.

The pilot of VH-DRB saw the other aircraft during its avoiding turn. His aircraft was still descending and the other aircraft was probably hidden from view by his aircrafts nose section, the instrument combing or the right windscreen pillar. He did not take any avoiding action.

The aerodrome controller had not passed traffic information about each other to the two aircraft involved. The warning transmission from the controller was made at the same time as the pilot of VH-JVV reported at QE 2 stadium.

The pilot of VH-DRB originally requested runway 28, and the controller had initially attempted to facilitate this request. In doing so he had not considered the possible track of that aircraft when it was instructed to track for a wide left base for runway 22.

The weather at the time was fine, with a clear sky and unrestricted visibility.

