

**Aviation Safety Investigation Report
199603419**

**Piper Aircraft Corp
Chieftain
HEDARO
Skyfox Gazelle
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09 October 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: 199603419 **Occurrence Type:** Incident
Location: Maroochydore/Sunshine Coast, Aerodrome
State: QLD **Inv Category:** 4
Date: Wednesday 09 October 1996
Time: 1715 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-OCF **Serial Number:** 31-8353002
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft:
Departure Point: Brisbane
Departure Time: 1700 EST
Destination: Maroochydore

Crew Details:

| Role | Class of Licence | Hours on Type | Hours Total |
|------------------|------------------|---------------|-------------|
| Pilot-In-Command | ATPL | 600.0 | 10000 |

Aircraft Manufacturer: HEDARO
Aircraft Model: CA25N
Aircraft Registration: VH-ZVC **Serial Number:** CA25N019
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Maroochydore
Departure Time:
Destination: Maroochydore

Aircraft Manufacturer: HEDARO
Aircraft Model: CA25N
Aircraft Registration: VH-DLY **Serial Number:** CA25N026
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Maroochydore

Departure Time: 1620 EST
Destination: Maroochydore

Approved for Release: Wednesday, November 27, 1996

Two CA25 aircraft, VH-ZVC and VH-DLY, were operating in the circuit using runway 18. The pilots, both solo students, had been communicating with each other on the mandatory broadcast zone (MBZ) frequency. The pilot of ZVC had just turned final when DLY was turning base. The pilot of ZVC had reported base for a full stop landing. The pilot of DLY also reported base for a full stop landing. At no time did either pilot hear any other aircraft transmissions. As ZVC touched down the pilot became aware of a large twin engined aircraft approaching head on at high speed after it had landed on runway 36. The pilot of ZVC applied full power and went around passing over the top of the twin. The pilot of DLY was unaware of the presence of the twin and landed just as it was exiting the runway. As the twin engined aircraft VH-OCF taxied onto the apron the pilot apologised to the other pilots on the MBZ frequency.

The pilot of OCF said that he was flying on a scheduled service from Brisbane to Maroochydore. Whilst enroute he noticed the wind was from the north-east, and planned his approach to land on runway 36. The pilot stated that during the descent he made a number of transmissions approaching the MBZ but heard no response. The Maroochydore MBZ has the same lateral dimensions as the control zone. He did not consider it unusual that there was no response, as frequently there is no other traffic, and if there is, he is usually advised by Brisbane Centre. After having cancelled SAR with Brisbane Centre, and when lined up on short final for runway 36, the pilot detected movement at the far end of the runway. He said a small dark object had risen from the ground which he initially thought was a bird, but he then realised it was a small aircraft. He then noticed another aircraft on final approach for runway 18 as he vacated runway 36. He then noticed that his VHF was selected to 124.8 mhz instead of the MBZ frequency 124.4 mhz.

