

**Aviation Safety Investigation Report
199500344**

**Aero Commander Div
Shrike Commander
Cessna Aircraft Company
Skyhawk**

08 February 1995

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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: 199500344 **Occurrence Type:** Incident
Location: 6km S Essendon
State: VIC **Inv Category:** 4
Date: Wednesday 08 February 1995
Time: 1910 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172P
Aircraft Registration: VH-JZU **Serial Number:**
Type of Operation: Non-commercial Practice
Damage to Aircraft: Nil
Departure Point: Bacchus Marsh VIC
Departure Time: 1750 ESuT
Destination: Essendon VIC

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	47.0	77

Aircraft Manufacturer: Aero Commander Div
Aircraft Model: 500-S
Aircraft Registration: VH-UJV **Serial Number:** 3161
Type of Operation: Charter Unknown
Damage to Aircraft: Nil
Departure Point: Warrnambool VIC
Departure Time: 1727 ESuT
Destination: Essendon VIC

Approved for Release: Wednesday, April 19, 1995

The pilot of VH-JZU contacted Essendon Tower approaching Williamstown, requesting a clearance to enter the control zone on track to Essendon. The tower controller was unable to establish radio communication with VH-JZU and so no clearance was issued.

An IFR aircraft, VH-UJV, was on descent into Essendon and communicating with Melbourne Approach Control. The Essendon tower controller noticed an unidentified aircraft entering the control zone at West Gate, on track for Essendon. He advised the approach controller and the descent of VH-UJV was stopped at 2000 feet. VH-UJV was climbed back to 2500 feet.

The pilot of VH-JZU, which was the unidentified aircraft, continued to Essendon and on receiving a green light from the tower, landed. The pilot of VH-UJV was able to sight and follow VH-JZU. A loss of separation may have occurred, due to the unapproved entry into the zone by the pilot of VH-JZU.

The inexperienced pilot of VH-JZU later said he thought he had received a clearance, but in hindsight realised this was a mistake on his part. When he later tried to contact Essendon Tower he could not do so but continued, thinking he had received a clearance.

Significant Factors

The following factors were considered relevant to the development of the incident:

- 1 VHF radio communication equipment failure in VH-JZU.
- 2 Misunderstanding of communications by the pilot of VH-JZU.

