

**Aviation Safety Investigation Report
199503280**

**Piper Aircraft Corp
Warrior
Douglas Aircraft Co Inc
Skyhawk**

05 October 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:	199503280	Occurrence Type:	Incident
Location:	13km NE Canberra, Aerodrome		
State:	ACT	Inv Category:	4
Date:	Thursday 05 October 1995		
Time:	1107 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer: Douglas Aircraft Co Inc

Aircraft Model: A-4G

Aircraft Registration: **Serial Number:**

Type of Operation: Non-commercial Other (including military)

Damage to Aircraft: Nil

Departure Point: Nowra NSW

Departure Time:

Destination: Nowra NSW

Aircraft Piper Aircraft Corp

Manufacturer:

Aircraft Model: PA-28-161

Aircraft Registration:	VH-PZL	Serial Number:	28-7716202
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Type of Operation: Non-commercial Other (including military) Other (including military)

Damage to Aircraft: Nil

Departure Point: Moorabbin VIC

Departure Time:

Destination: Camden NSW

Approved for Release: Monday, October 9, 1995

Kiwi 52, an A4 Skyhawk, on a missed approach from a runway 35 ILS approach, had been issued with missed approach instructions to maintain runway heading and maintain 6000 feet. When Kiwi 52 was about four miles north of the aerodrome, the aircraft was instructed to turn right heading 070 degrees and to climb to and maintain 6500 feet. The altitude restriction was to maintain separation with VH-PZL, overflying at 7500 feet.

As Kiwi 52 approached VH-PZL, Kiwi 52s altitude readout reached 7400 feet. When asked to confirm his level, the pilot of Kiwi 52 reported maintaining 6500 feet. Kiwi 52 was passed traffic information on VH-PZL. Shortly afterwards Kiwi 52s altitude readout returned to 6500 feet. The two aircraft closed to about two miles radar separation with Kiwi 52 passing behind VH-PZL.

Factors

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

The pilot of Kiwi 52 failed to follow an air traffic control instruction to maintain an altitude.

