

**Aviation Safety Investigation Report
199401776**

**Cessna Aircraft Company
Skyhawk
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Skyhawk**

09 July 1994

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

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: 199401776 **Occurrence Type:** Incident
Location: Parafield
State: SA **Inv Category:** 4
Date: Saturday 09 July 1994
Time: 1511 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-DBB **Serial Number:** 17273229
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft:
Departure Point: Parafield SA
Departure Time: 1450 CST
Destination: Parafield SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	1200.0	1260

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-MCJ **Serial Number:** 17269584
Type of Operation: Instructional Dual
Damage to Aircraft:
Departure Point: Parafield SA
Departure Time: 1430 CST
Destination: Parafield SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	140.0	300

Approved for Release: Monday, August 29, 1994

VH-DBB was one of four aircraft conducting circuit training on runway 26L. The pilot was advised by air traffic control that her aircraft was number three in sequence and to follow an aircraft on mid-downwind, but she mistook a landing aircraft as the aircraft to follow and turned base in front of the number two aircraft. The air traffic controller noticed the conflict and alerted the aircraft so that avoiding action could be taken. The aircraft passed within 200 feet laterally of each other.

The owner-pilot of VH-DBB had been conducting refresher training and was familiar with the aircraft and Parafield, and therefore conducting reasonably tight circuits. The other aircraft were being flown by abinitio students under dual instruction, and carrying out wider than normal circuits. This led the pilot of VH-DBB to mistake the aircraft on final as the number two aircraft, which she had lost sight of in the ground clutter, and made her turn onto final approach to follow that aircraft. The correct aircraft was on a long final approach at the time. Both of these aircraft were of the same type and similar colour.

