

**Aviation Safety Investigation Report  
199403249**

**Cessna Aircraft Company  
Cessna Skyhawk  
Fokker B.V.  
F50 (Fokker 50)**

**03 November 1994**

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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](http://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:** 199403249                      **Occurrence Type:** Incident  
**Location:** Canberra  
**State:** ACT    **Inv Category:** 4  
**Date:** Thursday 03 November 1994  
**Time:** 1251 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172M  
**Aircraft Registration:** VH-EJM                      **Serial Number:** 17262423  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Nil  
**Departure Point:** Canberra ACT  
**Departure Time:** 1239 ESuT  
**Destination:** Canberra ACT

**Crew Details:**

		Hours on	
	Role	Class of Licence	Type Hours Total
	Pilot-In-Command	Commercial	700.0 2145

**Aircraft Manufacturer:** Fokker B.V.  
**Aircraft Model:** F27 MK 50  
**Aircraft Registration:** VH-FNE                      **Serial Number:** 20110  
**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Canberra ACT  
**Departure Time:** 1251 ESuT  
**Destination:** Sydney NSW

**Approved for Release:** Thursday, November 10, 1994

VH-EJM was being operated on dual circuit training on runway 30. A mixture of left and right circuits had previously been flown, with the last one being a right circuit. Stop and go landings were being made. On the last approach air traffic control had instructed the pilot to make the next circuit a left circuit.

VH-FNE was lined up on runway 35 and after VH-EJM had crossed the runway intersection the controller cleared VH-FNE for take off. On climb the crew of VH-FNE observed VH-EJM to be approaching their flight path, on a right circuit. The climb of VH-FNE was stopped and VH-EJM passed about 200 feet above and slightly behind VH-FNE. The pilot of VH-EJM had seen VH-FNE.

At about the same time as the pilots of the two aircraft saw each other the air traffic controller, who had been looking in another direction at a third aircraft, looked back and saw VH-EJM flying a right circuit and in conflict with VH-FNE. Traffic information was given to VH-FNE and the pilot of VH-EJM was advised of the mistake and to continue with the right circuit.

### Significant Factor

The following factor was considered relevant to the development of the incident:

1. Misunderstanding of the instruction to make a left circuit, by the pilot of VH-EJM.

