

**Aviation Safety Investigation Report
199403458**

**Cessna Aircraft Company
C-152
Beech Aircraft Corp
Baron**

18 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.

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: 199403458 **Occurrence Type:** Incident
Location: Canberra
State: ACT **Inv Category:** 4
Date: Friday 18 November 1994
Time: 1620 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-CYT **Serial Number:** TH-399
Type of Operation: Non-commercial Practice
Damage to Aircraft: Nil
Departure Point: Tamworth NSW
Departure Time: 1431 ESuT
Destination: Canberra ACT

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	35.0	2940

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 152
Aircraft Registration: VH-CSZ **Serial Number:** 15283081
Type of Operation: Non-commercial Practice Practice
Damage to Aircraft: Nil
Departure Point: Canberra ACT
Departure Time: 1546 ESuT
Destination: Canberra ACT

Approved for Release: Thursday, February 9, 1995

The pilot of VH-CYT landed the aircraft on runway 35. On the landing roll he asked the tower for clearance to turn left into runway 12/30. Because another aircraft, VH-CSZ, was about to land on runway 12 the air traffic controller told the pilot of VH-CYT "negative, continue through the intersection without delay".

The pilot of VH-CYT misunderstood the instruction and turned left into runway 12/30. VH-CSZ had already been cleared for a touch-and-go landing on runway 12 and was already on the ground when VH-CYT turned left. The controller issued instructions to both aircraft to stop. They both came to rest on the runway, with about 350 metres space between them.

Significant Factor

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

1. The pilot of VH-CYT misunderstood the instruction given by the tower controller.

