

**Aviation Safety Investigation Report
199300425**

**Piper Aircraft Corp
Twin Comanche**

20 February 1993

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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:	199300425	Occurrence Type:	Incident
Location:	Essendon		
State:	VIC	Inv Category:	4
Date:	Saturday 20 February 1993		
Time:	1626 hours	Time Zone	ESuT
Highest Injury Level:	None		

Aircraft Manufacturer:	Piper Aircraft Corp		
Aircraft Model:	PA-30		
Aircraft Registration:	VH-CON	Serial Number:	30-1892
Type of Operation:	Instructional Dual		
Damage to Aircraft:	Nil		
Departure Point:	Essendon		
Departure Time:	1626 ESuT		
Destination:	Deniliquin		

Approved for Release: Thursday, June 10, 1993

The pilot did not follow the correct procedure while performing a Radar One departure from Essendon. Investigation revealed that the pilot flying was doing his first flight for endorsement onto the aircraft type. The PIC was busy monitoring the pilot flying in terms of aircraft handling and as a result he did not closely monitor compliance with the departure procedure. The pilot flying was not familiar with the Standard Radar Departure procedures out of Essendon.

Significant Factors

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

1. The pilot flying was not familiar with Standard Radar Departure procedures out of Essendon.
2. The PIC did not properly monitor the pilot flying.