

**Aviation Safety Investigation Report  
199300471**

**SOCATA - Groupe Aerospatiale  
Trinidad**

**09 March 1993**

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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.

<b>Occurrence Number:</b>	199300471	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	Whyalla		
<b>State:</b>	SA	<b>Inv Category:</b>	4
<b>Date:</b>	Tuesday 09 March 1993		
<b>Time:</b>	0920 hours	<b>Time Zone</b>	CST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	SOCATA - Groupe Aerospatiale		
<b>Aircraft Model:</b>	TB-20		
<b>Aircraft Registration:</b>		<b>Serial Number:</b>	
<b>Type of Operation:</b>	Instructional Solo		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>			
<b>Departure Time:</b>			
<b>Destination:</b>	Whyalla SA		

**Approved for Release:** Tuesday, July 13, 1993

A report was received from the crew of a RAAF HS748 concerning the sub-standard operation of a Trinidad aircraft in the circuit area at Whyalla. The HS748 crew called entering the Whyalla MTAF stating their intentions. There was no response to that call. They then overflew the airfield and commenced a descent on the dead side of the circuit to join crosswind for a landing on runway 17. Descending through 1300 feet they observed a Trinidad on a reciprocal track about 200 feet higher. Repeated calls for the Trinidad to identify itself received no response.

Shortly afterwards the pilot of the Trinidad made a downwind call which incorrectly advised that the aircraft was making an approach for another runway. The HS748 crew stated that the pilot of the Trinidad did not appear to understand standard MTAF procedures.