

**Aviation Safety Investigation Report  
199300768**

**Piper Aircraft Corp  
Navajo**

**05 April 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.

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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:** 199300768      **Occurrence Type:** Incident  
**Location:** 30km NE Canberra  
**State:** ACT      **Inv Category:** 4  
**Date:** Monday 05 April 1993  
**Time:** 1550 hours      **Time Zone:** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-31  
**Aircraft Registration:** VH-OFF      **Serial Number:** 31-7812064  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Nil  
**Departure Point:** Bankstown NSW  
**Departure Time:**  
**Destination:** Tyabb VIC

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	ATPL 1st Class	79.0	2500

**Approved for Release:** Saturday, October 30, 1993

Canberra Approach received coordination from Sydney Flight Information Service(2)(FIS) concerning VH-OFF estimating Shelleys at 0541 and cruising at 10,000 feet. Subsequently no call was received from the aircraft, but another aircraft which was conducting training at Canberra advised that VH-OFF was attempting to call Canberra. Instructions were passed to VH-OFF through this other aircraft that clearance through Canberra control area would not be available unless satisfactory two way communications could be established. Shortly after this a code 7600 transponder squawk (Radio Failure) was observed on radar over Lake George inside controlled airspace. VH-OFF was instructed by FIS2 to call Canberra Approach but the aircraft did not establish contact and was instructed through FIS2 to leave controlled airspace.

The pilot of VH-OFF reported that he was able to communicate with other aircraft on Canberra Approach frequency, and Canberra Approach was the only station not reading VH-OFF. The pilot said that he had expected to establish communications with Canberra Approach, and had decided initially to continue as per flight plan. He was then instructed to leave controlled airspace tracking 270 degrees, and acknowledged this with two clicks of the microphone button. He advised FIS2 that he was able to descend clear of controlled airspace and remain visually clear of high terrain. No further communications problems were experienced for the remainder of the flight.