

**Aviation Safety Investigation Report
199301204**

**Piper Aircraft Corp
Arrow
Piper Aircraft Corp
Tomahawk**

03 May 1993

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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: 199301204 **Occurrence Type:** Incident
Location: Bankstown
State: NSW **Inv Category:** 4
Date: Monday 03 May 1993
Time: 1155 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28R-200
Aircraft Registration: VH-CEB **Serial Number:** 28R-35008
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Deniliquin NSW
Departure Time:
Destination: Bankstown NSW

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-38-112
Aircraft Registration: VH-IAD **Serial Number:** 38-78A0782
Type of Operation: Instructional Dual
Damage to Aircraft: Nil
Departure Point: Bankstown NSW
Departure Time:
Destination: Bankstown NSW

Approved for Release: Tuesday, October 12, 1993

At 1155 hrs VH-CEB reported inbound at the 2RN reporting point on the circuit training frequency 123.6 Mhz. The pilot was instructed to call on 132.8. He was then told to enter the circuit on crosswind for runway 29. Approximately two minutes later the pilot was asked for his aircraft type. He reported that he was an Arrow and that he was on crosswind. At that point the Aerodrome Controller (ADC) responsible for the training circuit informed the other ADC that VH-CEB was infringing the circuit and was at approximately 1000 feet.

VH-CEB was then instructed to turn left and enter right crosswind. The pilot replied that he was already on crosswind and that he was unfamiliar with Bankstown. VH-CEB was then instructed to overfly midfield and join for a right circuit on crosswind. The pilot of VH-IAD, a PA38 which was in the training circuit at the time, advised later that VH-CEB had come in close proximity to him.

The pilot of VH-CEB stated that this was only his second visit to Bankstown.

Significant Factors

1. The pilot of VH-CEB was unfamiliar with circuit procedures at Bankstown and misunderstood ATIS information.