

**Aviation Safety Investigation Report
199301297**

**Piper Aircraft Corp
Archer
Embraer-Empresa Brasileira de
Aeronautica
Bandeirante**

05 April 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: 199301297 **Occurrence Type:** Incident
Location: Port Lincoln
State: SA **Inv Category:** 4
Date: Monday 05 April 1993
Time: 1700 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Embraer-Empresa Brasileira de Aeronautica
Aircraft Model: EMB-110P1
Aircraft Registration: VH-LNB **Serial Number:** 110-441
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Port Lincoln SA
Departure Time: 1700 CST
Destination: Adelaide SA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL 1st Class	700.0	3100

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-180
Aircraft Registration: VH-WIL **Serial Number:** 28-2912
Type of Operation: Miscellaneous Other
Damage to Aircraft: Nil
Departure Point: Port Lincoln SA
Departure Time: 1645 CST
Destination: Port Lincoln SA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	50.0	350

Approved for Release: Friday, December 31, 1993

VH-WIL was operating in the circuit area at Port Lincoln for the purpose of testing the installation of a Mogas conversion. The LAME who had carried out the work was the pilot-in-command. He was accompanied by the owner who was seated at the right hand control position. After entering downwind for a touch-and-go landing on runway 23, the pilot, while testing the new fuel pump switch, inadvertently selected the master switch off. When the master switch was reselected, the VHF radio, which had been set to the MTAF frequency, defaulted to 121.5 Mhz. The pilot then selected an incorrect frequency. At the same time, VH-LNB taxied and lined up on runway 19 for departure to Adelaide after making all the necessary radio calls. VH-WIL made an approach and landed just past the threshold of rwy 23. As the pilot applied power again for takeoff, the passenger sighted VH-LNB rolling on rwy 19. The pilot of VH-WIL aborted his takeoff well short of the intersection of the two runways, selected the correct frequency and called VH-LNB.
