

**Aviation Safety Investigation Report
199301311**

**Cessna Aircraft Company
Centurion**

12 May 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: 199301311 **Occurrence Type:** Incident
Location: Darwin
State: NT **Inv Category:** 4
Date: Wednesday 12 May 1993
Time: 1828 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210N
Aircraft Registration: VH-TFE **Serial Number:** 21064130
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Darwin NT
Departure Time: 1828 CST
Destination: Garden Point NT

Crew Details:

Role	Class of Licence	Hours on Type Hours Total
Pilot-In-Command	Commercial	1100

Approved for Release: Monday, March 28, 1994

The pilot was engaged on his second charter flight for the day from Darwin. A clearance for an immediate takeoff was given but the pilot delayed on the taxiway until prompted by the tower controller.

The departure clearance was via Lee Point to the north but the aircraft was observed tracking to the west. As there were three other aircraft in the circuit, the pilot was again instructed to track via Lee Point which he acknowledged. The aircraft continued to track west and was instructed to turn onto a heading of 360 degrees to avoid circuit traffic. A short time later the aircraft made a 180 degree turn and advised the tower he was returning to Darwin. A traffic alert was given by the tower controller and the other aircraft in the circuit altered course to prevent a breakdown in separation.

Being unfamiliar with the area, the pilot stated that he had confused East Point (west of Darwin) with Lee Point.

The previous evening, the pilot had worked at a part-time position until 0100. He then worked from 0600 until 1100 on the day of this flight before commencing his rostered flying duties.