

**Aviation Safety Investigation Report
199301761**

**Piper Aircraft Corp
Seneca III
de Havilland Canada
Dash 8**

11 June 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: 199301761 **Occurrence Type:** Incident
Location: Mildura
State: VIC **Inv Category:** 4
Date: Friday 11 June 1993
Time: 1620 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: de Havilland Canada
Aircraft Model: DHC-8-102
Aircraft Registration: VH-WZI **Serial Number:** 014
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne VIC
Departure Time: 1515 EST
Destination: Mildura VIC

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-34-220T
Aircraft Registration: VH-BJQ **Serial Number:** 34-8133120
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Mildura VIC
Departure Time:
Destination:

Approved for Release: Monday, October 18, 1993

VH-WZI entered the Mandatory Traffic Advisory Frequency (MTAF) area with the intention of a straight-in approach. The captain of VH-WZI copied traffic information on two other aircraft from Flight Service and monitored these on the MTAF frequency. At about 4 miles out turning final he copied an aircraft on Flight Service frequency taxiing at Mildura. VH-WZI immediately tried to contact the taxiing aircraft on both the MTAF and the Flight Service frequencies, but without success. Another aircraft in the area confirmed that the taxiing aircraft, a Seneca VH-BJQ, did give a call on the MTAF frequency. It is believed that this call probably occurred as VH-WZI was calling the taxiing VH-BJQ on the Flight Service frequency. The pilot of VH-BJQ is adamant that he called both on the Flight Service frequency and on MTAF before he entered runway 27 to back-track for take-off. After about the third attempt VH-WZI managed to contact VH-BJQ on the Flight Service frequency, by which time he was well down the runway with no chance of exiting before the arrival of VH-WZI. VH-WZI asked the pilot of VH-BJQ to expedite at which time the captain of VH-BJQ was about 100 metres from the take-off threshold and had not fully completed his pretake-off checks; thus he refused to expedite and suggested that VH-WZI should carry out an orbit.

The captain of VH-WZI considered that the failure of the taxiing aircraft to ascertain the position of VH-WZI before entering the runway was worrying. The captain of VH-BJQ claims that VH-WZI was a long way out when he elected to back-track. Neither the captain of VH-BJQ or his passenger saw VH-WZI until it was turning finals at about 3 or 4 miles out by which time VH-BJQ claims to have been backtracking for about 2 minutes.

Significant Factors:

The following factors were considered relevant to the development of the incident:

1. The pilots of both aircraft had problems communicating with each other.