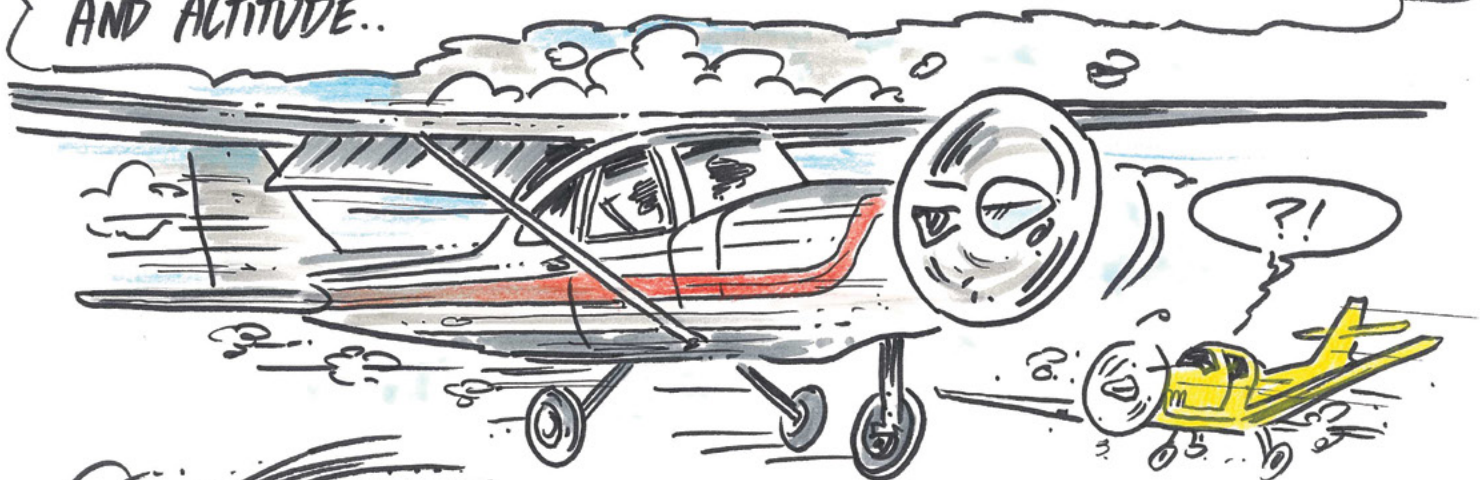



CRASH COMIC

Stealthy visitor

By a Flight Safety Australia reader


FLYING TO A COUNTRY CENTRE WITH A SINGLE RUNWAY, I GAVE AN INBOUND CALL 20 NM OUT, SPECIFYING DESTINATION, DISTANCE AND ALTITUDE..



A FEW MINUTES  LATER I INTERCEPTED A CALL FROM AN AIRCRAFT OPERATING IN THE CIRCUIT AT MY DESTINATION. I CALLED THEM, REPEATED MY INBOUND CALL AND RECEIVED ACKNOWLEDGEMENT..

AS THE COURSE FOR THE AERODROME WAS APPROXIMATELY ON THE BASE DIRECTION FOR THE RUNWAY, I DESCENDED TO CIRCUIT HEIGHT, JOINED BASE LEG AND GAVE A RADIO CALL, SPECIFYING RUNWAY DIRECTION..

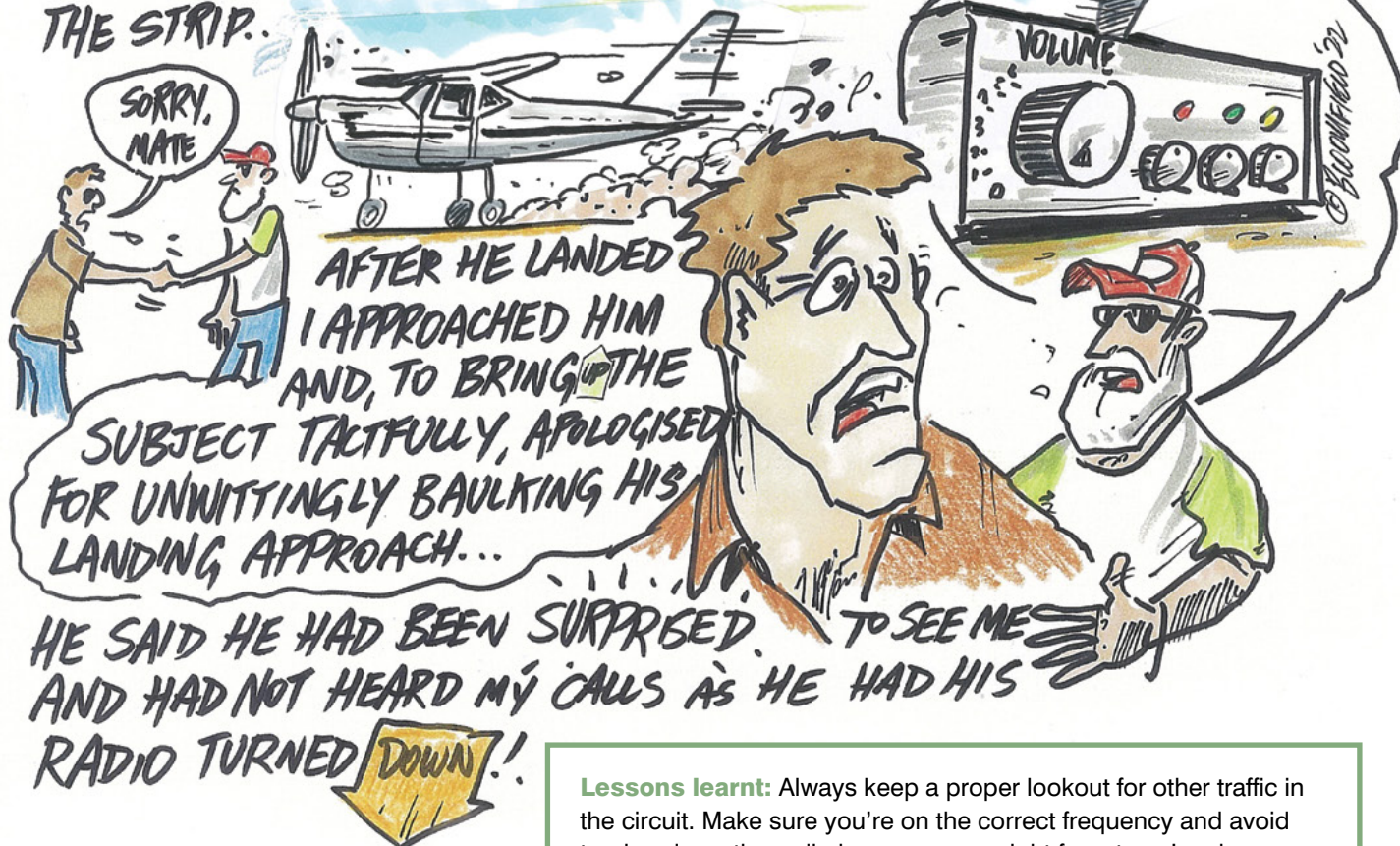


HOWEVER, AFTER TURNING ONTO FINAL, MY PASSENGER DREW MY ATTENTION TO ANOTHER AIRCRAFT, FLYING ON A PARALLEL COURSE AT THE SAME ALTITUDE  ABOUT 200 FEET TO STARBOARD!!...

IT WAS OBVIOUSLY ON FINAL TO THE SAME RUNWAY.
BUT I KNEW THE AIRCRAFT PREVIOUSLY OPERATING IN THE
CIRCUIT WAS NOW ON THE GROUND.. I CONTINUED MY
APPROACH AND LANDED..

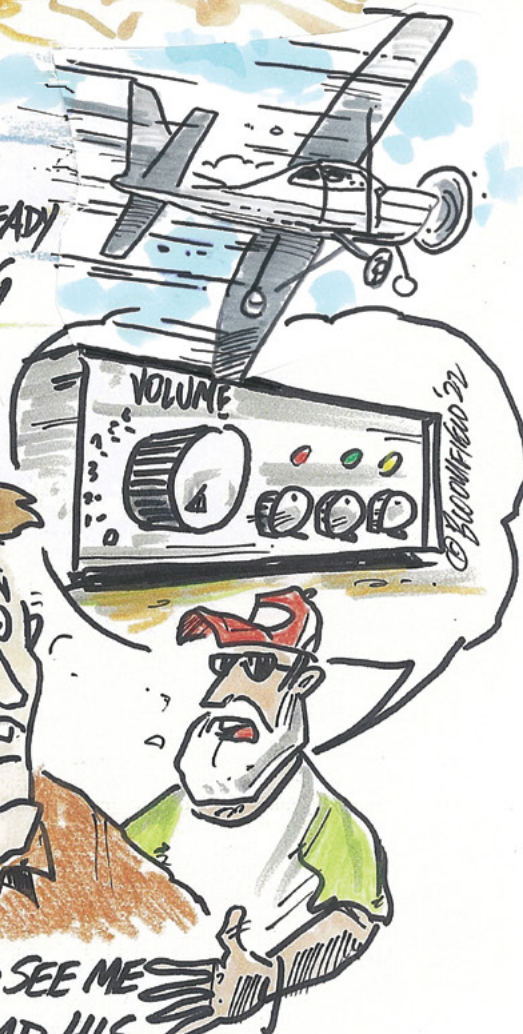


MEANWHILE,
THE PILOT OF THE AIRCRAFT WITH WHICH I
HAD A NARROW ESCAPE FROM A MID-AIR
COLLISION TURNED AWAY AND MADE A TIGHT
LOW-LEVEL CIRCUIT AND WAS ALREADY
ON FINAL APPROACH AS I TAXIED BACK ALONG
THE STRIP.



AFTER HE LANDED
I APPROACHED HIM
AND, TO BRING THE
SUBJECT TACTFULLY, APOLOGISED
FOR UNWITTINGLY BAULKING HIS
LANDING APPROACH...

HE SAID HE HAD BEEN SURPRISED
AND HAD NOT HEARD MY CALLS AS HE HAD HIS
RADIO TURNED DOWN!



Lessons learnt: Always keep a proper lookout for other traffic in the circuit. Make sure you're on the correct frequency and avoid turning down the radio because you might forget you've done so.