

**Aviation Safety Investigation Report
199300821**

**Cessna Aircraft Company
Titan**

26 March 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.

Occurrence Number: 199300821 **Occurrence Type:** Incident
Location: Near Wentworth
State: NSW **Inv Category:** 4
Date: Friday 26 March 1993
Time: 1620 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 404
Aircraft Registration: VH-UOP **Serial Number:** 4040636
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Broken Hill NSW
Departure Time:
Destination: Mildura VIC

Approved for Release: Wednesday, October 26, 1994

VH-UOP was on descent from Broken Hill to Mildura. The pilot of VH-UOP made appropriate radio calls on the Mildura mandatory traffic advisory frequency (MTAF) and took note of traffic. He copied 238 degrees as the outbound track for one of the aircraft from Mildura. VH-SFQ advised VH-UOP that there was another aircraft just ahead. At the same moment the pilot of VH-UOP saw a single engine Cessna within 500 metres diving off to the left in a right hand descending turn. The pilot of VH-UOP took no evasive action. He made a general broadcast directed to any aircraft in the Dareton area. VH-RFB responded. VH-RFB's track ex Mildura was 338 degrees direct for Broken Hill, not 228 degrees as earlier copied by VH-UOP.

Some of the radio transmissions from VH-RFB were muffled, which brought about the misunderstanding.

Significant Factors

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

1. Some of the radio transmissions from VH-RFB were hard to understand.
 2. The pilot of VH-UOP misunderstood a radio transmission from VH-RFB.
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