

**Aviation Safety Investigation Report
199501576**

**Piper Aircraft Corp
Archer
Saab Aircraft AB
340**

22 May 1995

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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: 199501576 **Occurrence Type:** Incident
Location: 40km NE Wagga
State: NSW **Inv Category:** 4
Date: Monday 22 May 1995
Time: 0948 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-181
Aircraft Registration: VH-UBM **Serial Number:** 28-7990393
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Bankstown, NSW
Departure Time: 0809 EST
Destination: Wagga, NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	450.0	620

Aircraft Manufacturer: Saab Aircraft AB
Aircraft Model: SF-340B
Aircraft Registration: VH-SBA **Serial Number:** 311
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Wagga NSW
Departure Time: 0941 EST
Destination: Sydney NSW

Approved for Release: Monday, June 5, 1995

The pilot of VH-UBM called Wagga Tower inbound at 45 miles on the 065 radial of the Wagga VOR, at 8000 feet. He was instructed to maintain 8000 feet and track inbound on the 075 radial. The assigned track was to ensure separation was maintained with VH-SBA which was tracking outbound on the 053 radial, initially at 7000 feet.

Once VH-SBA had passed the lateral separation point for the two tracks, at 10 miles from Wagga, the aircraft was cleared to climb above the level of VH-UBM. Although separation was arranged by procedural means by Wagga Tower, VH-UBM was observed on radar by Melbourne air traffic control crossing the 050 radial from south to north. A loss of procedural separation occurred due to VH-UBM being off track to the north of the 075 radial.

The pilot of VH-UBM made an error in mentally orientating himself with respect to the Wagga VOR and turned right instead of left. In retrospect he was uncertain of how this occurred.

Significant Factors

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

1. The pilot made an error in orientating himself with respect to the Wagga VOR.
2. The precise reason for this happening was not determined.

