

**Aviation Safety Investigation Report
199702719**

**Beech Aircraft Corp
Super King Air
Beech Aircraft Corp
King Air**

15 August 1997

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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: 199702719 **Occurrence Type:** Incident
Location: 96km NW Boulia, (ALA)
State: QLD **Inv Category:** 4
Date: Friday 15 August 1997
Time: 0845 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 200
Aircraft Registration: VH-SKN **Serial Number:** BB-690
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Mount Isa QLD
Departure Time: 0820 EST
Destination: Boulia QLD

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: C90
Aircraft Registration: VH-FDM **Serial Number:** LJ-1024
Type of Operation: Non-commercial Aerial Ambulance
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination: Boulia QLD

Approved for Release: Thursday, August 28, 1997

Circumstances

The pilot of VH-SKN reported that, while cruising FL170 some 52NM from Boulia, a VFR aircraft (VH-FDM) reported 49NM from Boulia, on the same track, leaving FL175 on descent. SKN had been advised of several IFR aircraft by Flight Service, but had not received any broadcasts from VFR traffic until the descent call from FDM. The pilot of SKN considered that the three mile separation which existed between his aircraft and FDM compromised safety.

FDM departed Mt Isa 5-10 minutes before SKN and thus should have been aware that SKN was tracking for Boulia. Both aircraft were King-Air variants, but had a significant performance margin over FDM and it was this which contributed to SKN catching up to FDM during the flight.