

**Aviation Safety Investigation Report
199703937**

**Piper Aircraft Corporation, Santa
Maria Division
Aerostar
Piper Aircraft Corp
Twin Comanche**

03 December 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.

Occurrence Number: 199703937 **Occurrence Type:** Incident
Location: 28km S Walgett, Aerodrome
State: NSW **Inv Category:** 4
Date: Wednesday 03 December 1997
Time: 0850 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corporation, Santa Maria Division
Aircraft Model: 600A
Aircraft Registration: VH-HMV **Serial Number:** 60-0685-7961215
Type of Operation: Charter Cargo
Damage to Aircraft: Nil
Departure Point: Coonamble NSW
Departure Time: 0833 ESuT
Destination: Walgett NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL 1st Class		2700

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-39
Aircraft Registration: VH-CVS **Serial Number:** 39-118
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Walgett NSW
Departure Time:
Destination:

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private		2000

Approved for Release: Friday, January 9, 1998

Sequence of events



The pilot of VH-HMV had been advised by Sydney FS that there was no known IFR traffic for his descent. During descent between 3,000 ft and 2,500 ft AMSL the pilot saw a Piper Twin Comanche aircraft pass head-on about 200 ft above, and 15 m left. The pilot of the descending aircraft made several radio transmissions to ascertain the registration of the other aircraft without success. The aircraft was later identified as VH-CVS when its pilot answered a third aircraft also inbound to Walgett.

The in-flight conditions were VMC with the visibility reduced in smoke haze.

The pilot of HMV had been monitoring the area and CTAF frequencies on two radios since before his descent. He had not heard any transmissions from the other aircraft.

The pilot of CVS later said that he had made the required CTAF transmissions but that he had not transmitted a departure message on the FS frequency because it was saturated with aircraft traffic employed in fighting the bush fires. He did not see the inbound aircraft.

