

**Aviation Safety Investigation Report
199602780**

**Piper Aircraft Corp
Chieftain
Piper Aircraft Corp
Comanche**

03 September 1996

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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:	199602780	Occurrence Type:	Incident
Location:	Tottenham		
State:	NSW	Inv Category:	4
Date:	Tuesday 03 September 1996		
Time:	0922 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-24-250
Aircraft Registration: VH-PJM **Serial Number:** 24-1612
Type of Operation:
Damage to Aircraft: Nil
Departure Point: Forbes NSW
Departure Time: 0852 EST
Destination: Brewarrina NSW

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-XMM **Serial Number:** 31-8052020
Type of Operation:
Damage to Aircraft:
Departure Point: Walgett NSW
Departure Time: 0822 EST
Destination: Hamilton Vic

Approved for Release: Monday, December 9, 1996

The pilot of VH-PJM was enroute Forbes to to Brewarrina at 6,000 ft initially estimating Nyngan at 0941 EST, but later revised the estimate to 0931. The pilot of VH-XMM was enroute Walgett to Hamilton at 6,000 ft initially estimating Tottenham at 0910 but revised the estimate twice, the last being 0921. Based on the original flight plan/ flight progress strip estimates for both aircraft, the time of passing in the Tottenham area would have been 0905 with PJM approximately 45 NM south south east of XMM.

The pilots revised their estimates enroute because XMM encountered a headwind component whereas PJM encountered a tailwind component. However, by the time the Flight Service operator had passed traffic information to both pilots, both aircraft had passed within 5 NM of each other at 6,000 ft.

The Flight Service operator advised that at the time of the breakdown in separation his traffic workload was fairly high. He failed to realise that the revised estimates placed both aircraft in the Tottenham area at approximately the same time.

