

**Aviation Safety Investigation Report  
199500583**

**Cessna Aircraft Company  
Aerobat  
Cessna Aircraft Company  
Centurion**

**27 February 1995**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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](http://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.

<b>Occurrence Number:</b>	199500583	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	30km E Wagga Wagga		
<b>State:</b>	NSW	<b>Inv Category:</b>	4
<b>Date:</b>	Monday 27 February 1995		
<b>Time:</b>	1310 hours	<b>Time Zone</b>	ESuT
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Cessna Aircraft Company		
<b>Aircraft Model:</b>	A152		
<b>Aircraft Registration:</b>	VH-PVX	<b>Serial Number:</b>	A1520941
<b>Type of Operation:</b>	Instructional Solo		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Canberra ACT		
<b>Departure Time:</b>	1228 ESuT		
<b>Destination:</b>	Wagga Wagga NSW		

<b>Aircraft Manufacturer:</b>	Cessna Aircraft Company		
<b>Aircraft Model:</b>	210M		
<b>Aircraft Registration:</b>	VH-WNI	<b>Serial Number:</b>	21062462
<b>Type of Operation:</b>	Instructional Solo Solo		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Wagga Wagga NSW		
<b>Departure Time:</b>	1318 ESuT		
<b>Destination:</b>	Canberra ACT		

**Approved for Release:** Thursday, March 2, 1995

VH-WNI departed Wagga for Canberra with a clearance to maintain 4000 feet visual due to VH-PVX inbound to Wagga on a reciprocal track at 6500 feet. The pilot of VH-PVX called at three miles west of Tumut (approximately the CTA boundary) at 6500 feet. She was later issued with a clearance to descend to 4500 feet. The clearance was read back correctly and mutual traffic was passed to both aircraft.

Later, VH-WNI reported crossing the Hume Highway. VH-PVX was then asked to report distance to run to the Hume Highway and altitude. The pilot responded "two miles to run and leaving 4300 feet on climb". The two aircraft would have been passing at that time with less than 500 feet vertical separation.

Later, when VH-PVX was approaching at Wagga, the pilot was instructed to descend to 2500 feet and overfly for a right circuit runway 23. This was to maintain separation with other circuit traffic. VH-PVX was observed approaching the aerodrome from the east and in response to a request from air traffic control, the pilot reported her altitude as 2000 feet. She was instructed to climb back to 2500 feet.