

**Aviation Safety Investigation Report
199502757**

**Piper Aircraft Corp
Warrior
Piper Aircraft Corp
Seminole**

23 August 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.

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:	199502757	Occurrence Type:	Incident
Location:	19km E Moorabbin, Aerodrome		
State:	VIC	Inv Category:	4
Date:	Wednesday 23 August 1995		
Time:	1225 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Piper Aircraft Corp		
Aircraft Model:	PA-28-161		
Aircraft Registration:	VH-JIJ	Serial Number:	28 8216087
Type of Operation:	Instructional Solo		
Damage to Aircraft:	Nil		
Departure Point:	Moorabbin VIC		
Departure Time:	1048 EST		
Destination:	Moorabbin VIC		

Aircraft Manufacturer:	Piper Aircraft Corp		
Aircraft Model:	PA-44-180		
Aircraft Registration:	VH-NCE	Serial Number:	44-8195024
Type of Operation:	Instructional Solo Solo		
Damage to Aircraft:	Nil		
Departure Point:	Moorabbin VIC		
Departure Time:	0120 EST		
Destination:	Bairnsdale VIC		

Approved for Release: Monday, August 28, 1995

VH-JIJ was being flown by a student pilot on her first solo navigation exercise. Approaching Moorabbin from the east on the last leg of the exercise, the aircraft entered controlled airspace at 4800 feet (lower level 4000 feet) without an airways clearance. The radar advisory service (RAS) controller had observed VH-JIJ on an easterly heading for some time previously at 4000 feet before climbing.

When VH-JIJ entered controlled airspace at 4800 feet, VH-NCE was proceeding in the opposite direction on climb to 7000 feet and approaching the same altitude as VH-JIJ. The RAS controller gave the pilot of VH-NCE a suggested heading to avoid VH-JIJ, which at that time was unidentified traffic. The pilot of VH-NCE advised visual contact with the other aircraft as the two aircraft passed. Separation was estimated to be one to two miles laterally when both aircraft were at the same level.

The pilot of VH-NCE advised that cloud in the area was scattered/broken with a base of 4000 feet. VH-JIJ was identified by transponder code as it got closer to Moorabbin.

Factors

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

- . VH-JIJ entered controlled airspace without a clearance.
- . The pilot of VH-JIJ was an inexperienced student pilot.

