

**Aviation Safety Investigation Report
199502903**

**Piper Aircraft Corp
Warrior
Piper Aircraft Corp
Cruiser**

04 September 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199502903 Location: 3 km SW Glenburn State: VIC Date: Monday 04 September 1995 Time: 1339 hours Highest Injury Level: None	Occurrence Type: Incident Inv Category: 4 Time Zone: EST
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------

Aircraft Manufacturer: Piper Aircraft Corp Aircraft Model: PA-28-140 Aircraft Registration: VH-TOF Type of Operation: Non-commercial Pleasure/Travel Damage to Aircraft: Nil Departure Point: Coldstream VIC Departure Time: Destination: Wallan VIC	Serial Number: 28-20709
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------

Aircraft Manufacturer: Piper Aircraft Corp Aircraft Model: PA-28-161 Aircraft Registration: VH-PZN Type of Operation: Charter Passenger Damage to Aircraft: Nil Departure Point: Mansfield VIC Departure Time: Destination: Melbourne VIC	Serial Number: 28-7816104
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------

Approved for Release: Friday, September 8, 1995

VH-PZN was cleared from Mansfield to Melbourne at 4,500 ft. 30 miles northeast of Melbourne, VH-PZN advised approach radar of sighting an unexpected light aircraft, head-on at the same altitude. To avoid a collision, VH-PZN descended immediately and passed approximately 300 ft below and about 100 metres abeam the other aircraft.

The unidentified aircraft did not show up on radar as a secondary surveillance radar (SSR) return. After the breakdown in separation, its primary return was plotted by the radar controller. All attempts by Air Traffic Services (ATS) to contact the aircraft by radio were unsuccessful until the aircraft subsequently called Melbourne radar advisory service (RAS) landing at Wallan. In the meantime, a Piper PA34 assisted ATS by following the aircraft and identifying it as VH-TOF.

The pilot of VH-TOF subsequently advised that he did not see or hear VH-PZN at any time. He advised that he had been viewing property on the ground from above. He did not believe that he had climbed above 4,000 ft at any stage of his flight.



Both aircraft were flying in accordance with visual flight rules (VFR) in visual meteorological conditions (VMC) with a cloud base of 5,000 ft above mean sea level (AMSL).

Significant Factors

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

1. The pilot of VH-TOF probably inadvertently climbed above 4,000 ft.
2. No SSR transponder returns were received from VH-TOF.
3. VH-TOF was not monitoring Melbourne radar advisory service frequency 135.7 MHz within 35 miles radius of Melbourne until arrival at Wallan.

