

**Aviation Safety Investigation Report  
199400972**

**Piper Aircraft Corp  
Arrow  
Douglas Aircraft Co Inc  
Dakota**

**15 April 1994**

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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>	199400972	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	55 km E of Wagga		
<b>State:</b>	NSW	<b>Inv Category:</b>	4
<b>Date:</b>	Friday 15 April 1994		
<b>Time:</b>	1215 hours	<b>Time Zone</b>	EST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Piper Aircraft Corp		
<b>Aircraft Model:</b>	PA-28R-200		
<b>Aircraft Registration:</b>	VH-WMJ	<b>Serial Number:</b>	28R-7335416
<b>Type of Operation:</b>			
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Benambra VIC		
<b>Departure Time:</b>			
<b>Destination:</b>	Young NSW		

<b>Aircraft Manufacturer:</b>	Douglas Aircraft Co Inc		
<b>Aircraft Model:</b>	C-47		
<b>Aircraft Registration:</b>	REG_1994009721	<b>Serial Number:</b>	
<b>Type of Operation:</b>	Non-commercial Other (including military)		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Canberra ACT		
<b>Departure Time:</b>	1154 EST		
<b>Destination:</b>	Edinburgh SA		

**Approved for Release:** Monday, June 20, 1994

VH-WMJ was tracking from 18 miles south-east of Wagga direct to Young, descending from 8000 ft to 7000 ft. A RAAF DC3, Tester 922, was tracking from over Wee Jasper to over Wagga at 8000 ft. The crew of Tester 922 called Wagga Tower at 33 miles requesting clearance to enter the control area. This position was 2 miles inside the control area and a clearance to enter had not been previously requested or given.

Although the aircraft were well clear of each other the separation standards were infringed.

Significant factors

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

1 The crew of Tester 922 did not follow required procedures and obtain a clearance prior to entry into controlled airspace.

