

**Aviation Safety Investigation Report
199402975**

**Cessna Aircraft Company
Skyhawk
Nanchang Aircraft Manufacturing
CJ-6**

08 October 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.

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: 199402975 **Occurrence Type:** Incident
Location: 12km NE of Canberra
State: ACT **Inv Category:** 4
Date: Saturday 08 October 1994
Time: 1603 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Nanchang Aircraft Manufacturing
Aircraft Model: CJ-6
Aircraft Registration: VH-NNC **Serial Number:**
Type of Operation: Instructional Dual
Damage to Aircraft: Nil
Departure Point: Canberra ACT
Departure Time: 1557 EST
Destination: Canberra ACT

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	220.0	2860

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-LJD **Serial Number:** 17271600
Type of Operation: Instructional Dual Dual
Damage to Aircraft: Nil
Departure Point: Cootamundra NSW
Departure Time:
Destination: Canberra ACT

Approved for Release: Thursday, November 10, 1994

VH-LJD was inbound to Canberra from the north-east at 3500 feet. VH-NNC departed from runway 30 at Canberra and made a right turn on climb to 4000 feet, tracking to the east. The tracks of the two aircraft crossed. Subsequently VH-NNC was cleared to climb to 7000 feet.

An actual altitude obtained from the pilot of VH-NNC indicated the mode C read out of altitude was 500 feet low. The pilot was told of this and air traffic control used the pilot altitude reports for the separation of VH-NNC from VH-LJD.

After the two aircraft had passed the pilot of VH-NNC advised that he had misread his altimeter and that the mode C altitude was in fact correct. At the time the two aircraft passed the vertical separation by radar was 200 feet.

Significant Factor

The following factor was considered relevant to the development of the incident:

1. The pilot of VH-NNC misread his altimeter.

