

**Aviation Safety Investigation Report
199403327**

**Beech Aircraft Corp
Bonanza
Piper Aircraft Corp
Warrior**

12 November 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: 199403327 **Occurrence Type:** Incident
Location: 18km SE Melbourne
State: VIC **Inv Category:** 4
Date: Saturday 12 November 1994
Time: 1350 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-161
Aircraft Registration: VH-AGS **Serial Number:** 28-7716274
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Moorabbin VIC
Departure Time:
Destination: Moorabbin VIC

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	90.0	90

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: A36
Aircraft Registration: VH-AWL **Serial Number:** E-1851
Type of Operation: Non-commercial Unknown
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination:

Approved for Release: Wednesday, November 23, 1994

VH-AWL was operating over the central business district (CBD) at 2000 feet when VH-AGS called Essendon tower at Point Ormond (PTO) requesting clearance also to operate over the CBD at 2000 feet. Due to workload the clearance was denied and VH-AGS was asked to sight VH-AWL. Later, a radar return was observed entering the control zone north of Point Ormond flying at the same level and in the opposite direction to VH-AWL. The pilot of VH-AGS was asked to sight VH-AWL which he did at a range of about one mile. There was insufficient time to alert VH-AWL. VH-AGS was about 1.5 miles inside the control zone at the time of the confliction.

The pilot of VH-AGS later claimed that he thought he was cleared to enter the control zone once he had sighted the other aircraft. He also thought he had been told the other aircraft was at 3000 feet. He had the other aircraft in sight from the time he entered the control zone until the confliction occurred. He estimated the two aircraft passed with 200 feet of vertical separation and about 200 metres of lateral separation.

