

**Aviation Safety Investigation Report
199403623**

**Piper Aircraft Corp
Chieftain
Short Bros Pty Ltd
Shorts 360**

02 December 1994

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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.

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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: 199403623 **Occurrence Type:** Incident
Location: 90km ENE Wagga Wagga
State: NSW **Inv Category:** 4
Date: Friday 02 December 1994
Time: 1740 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-UBC **Serial Number:** 31-7952196
Type of Operation: Charter Unknown
Damage to Aircraft: Nil
Departure Point: Bathurst NSW
Departure Time:
Destination: Albury NSW

Aircraft Manufacturer: Short Bros Pty Ltd
Aircraft Model: SD360-300
Aircraft Registration: VH-MJH **Serial Number:** SH3758
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time:
Destination: Wagga NSW

Approved for Release: Thursday, January 5, 1995

The pilot of VH-UBC reported at Rugby at 1725, cruising at 10,000 ft and estimating Holbrook at 1759. The pilot of VH-MJH reported at Yass at 1730 at 10,000 ft and estimating Wagga at 1755. Both aircraft were operating outside controlled airspace and the tracks of the two aircraft crossed.

The two aircraft passed in close proximity. No traffic information had been passed by Melbourne flight service to either aircraft. The flight service position was manned by a trainee under the supervision of a flight service officer who was rated to operate that area. Neither person had noticed the potential conflict.

The area in which the aircraft were operating has a high level of complexity for flight service. The workload at the time was assessed as moderate.

Significant Factor

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

1. Neither the flight service officer nor his trainee detected a situation of potential conflict.