

**Aviation Safety Investigation Report
199203448**

**Piper Aircraft Corp
Chieftain
de Havilland Inc
Dash 8**

07 September 1992

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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.

Occurrence Number: 199203448 **Occurrence Type:** Incident
Location: 36km S Port Macquarie
State: NSW **Inv Category:** 3
Date: Monday 07 September 1992
Time: 0758 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: de Havilland Inc
Aircraft Model: DHC-8-103
Aircraft Registration: VH-NID **Serial Number:** 170
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney
Departure Time:
Destination: Port Macquarie

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-RUI **Serial Number:** 31-7752097
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Port Macquarie NSW
Departure Time: 2149 EST
Destination: Williamtown NSW

Approved for Release: Tuesday, May 4, 1993

VH-NID [DHC8] had departed Sydney for Port Macquarie and was maintaining Flight Level [FL]170 and passed Williamtown at 2139 estimating Port Macquarie at 2202 hours[All times are UTC].

VH-RUI [PA31] taxied at Port Macquarie for Williamtown at 2149 hours and was passed traffic on VH-NID by Sydney Flight Service [FS].

At 2150 hours VH-NID called on area frequency and reported leaving FL150 on descent with a circuit estimate for Port Macquarie of 2159 hours. FS passed traffic on VH-RUI to VH-NID informing the crew that VH-RUI was taxiing and would climb to 6000ft.

At 2151 hours VH-RUI gave his departure call on area frequency as time 50 and climbing to 6000ft.

No further calls were made by either crew until 2157.30 hours when VH-NID advised on area frequency that he was changing to MTAF and asked Sydney to confirm the altitude of VH-RUI as 2000ft. VH-RUI advised that he was maintaining 6000ft. Interviews confirm that the incident occurred approximately one minute prior to this transmission.

Both crews agree that the occurrence was approximately 15-20nm south of Port Macquarie and the Automatic Voice Recorder [AVR] analysis, when combined with pilot reports, put the time of passing at between 2156.30 and 2157.00 hours.

The pilot of VH-RUI stated that he first saw VH-NID descending in front of him and about 300ft above, causing him to take violent evasive action.

The crew of VH-NID stated that they saw VH-RUI about 1000m to their left when approaching 7000ft and therefore had no need to limit their descent.

Both crews were given traffic information on each other in a correct and timely manner and stated that they were on track.

The weather was fine with no cloud.