

**Aviation Safety Investigation Report
199603981**

**Piper Aircraft Corp
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04 December 1996

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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: 199603981 **Occurrence Type:** Incident
Location: 6km S Moorabbin, Aerodrome
State: VIC **Inv Category:** 4
Date: Wednesday 04 December 1996
Time: 0720 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-OZV **Serial Number:** 31-7405470
Type of Operation: Air Transport Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Moorabbin Vi
Departure Time: 0718 ESuT
Destination: Devonport Tas

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-34-200T
Aircraft Registration: VH-PWQ **Serial Number:** 3447028
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Berwick Vic
Departure Time:
Destination: Ballarat Vic

Approved for Release: Thursday, December 12, 1996

VH-OZV departed Moorabbin from runway 35L and after making a left turn, commenced tracking in a southerly direction on climb to 9,000 ft. Three miles south of Moorabbin the pilot called RAS but the aircraft was not identified because its transponder was not being interrogated. The RAS controller passed traffic information to the pilot of OZV on an aircraft two miles at 12 o'clock, also with no transponder return. The pilot of OZV sighted the other aircraft in his 11 o'clock position, 100 to 200 ft higher. He took evasive action, in the form of a left turn, to avoid a collision.

The conflicting aircraft was later identified as VH-PWQ, whose transponder suddenly started operating after traffic information was passed to OZV. The pilot of PWQ said that he flies from Berwick to Ballarat, as he was on this occasion, once a week, and transits via the coast south of Moorabbin at 2500 ft. He listens out on RAS and the appropriate Moorabbin tower frequency for traffic. However, he did not make a broadcast of his position, altitude and intentions on the Moorabbin tower frequency, as is required by AIP OPS 42.2.1. He heard OZV departing Moorabbin but never saw it, even when they passed in close proximity.