

**Aviation Safety Investigation Report
199400549**

**Beech Aircraft Corp
Duchess
Piper Aircraft Corp
Lance**

04 March 1994

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199400549 **Occurrence Type:** Incident
Location: Tailem Bend
State: SA **Inv Category:** 4
Date: Friday 04 March 1994
Time: 1106 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-32R-301
Aircraft Registration: VH-NIQ **Serial Number:** 32R-8013017
Type of Operation: Instructional Dual
Damage to Aircraft: Nil
Departure Point: Parafield SA
Departure Time: 1034 CSuT
Destination: Parafield SA

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 76
Aircraft Registration: VH-WZB **Serial Number:** ME-185
Type of Operation: Instructional Dual
Damage to Aircraft: Nil
Departure Point: Parafield SA
Departure Time: 0937 CSuT
Destination: Parafield SA

Approved for Release: Sunday, June 19, 1994

The pilot of VH-WZB had completed an IFR training session at Tailem Bend and departed for Adelaide, maintaining 4,000 feet and flying in and out of cloud. He was advised by Adelaide Flight Service of opposite direction IFR traffic, VH-NIQ, enroute from Adelaide to Tailem Bend to conduct IFR training, and maintaining 5,000 feet.

A short time later an electronic traffic alerting system installed in VH-WZB alerted the pilot of an aircraft approaching head-on at the same level. The instructor descended the aircraft rapidly to 3,500 feet and the traffic, which was identified as VH-NIQ, passed overhead.

The Flight Service Officer had overlooked amended details concerning VH-NIQ revising its cruising altitude to 4,000 feet.