

**Aviation Safety Investigation Report
199401568**

**Cessna Aircraft Company
Chancellor
Cessna Aircraft Company
310J**

13 June 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: 199401568 **Occurrence Type:** Incident
Location: 35km SW Mackay
State: QLD **Inv Category:** 4
Date: Monday 13 June 1994
Time: 1720 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 414A
Aircraft Registration: VH-PTA **Serial Number:** 414A0490
Type of Operation: Non-commercial Aerial Ambulance
Damage to Aircraft: Nil
Departure Point: Clermont QLD
Departure Time: 1634 EST
Destination: Mackay QLD

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 310J
Aircraft Registration: VH-ELX **Serial Number:** 310J0030
Type of Operation: Non-commercial Business
Damage to Aircraft: Nil
Departure Point: Mackay QLD
Departure Time: 1711 EST
Destination: Clermont QLD

Approved for Release: Thursday, June 22, 1995

Two aircraft were flying in opposite directions on the track between Mackay and Clermont. The inbound aircraft to Mackay was being held at 5,000 ft until the outbound aircraft had passed. The outbound aircraft was maintaining 4,000 ft. The controller estimated that the two aircraft would pass at about 21 NM from Mackay.

The controller was using Distance Measuring Equipment (DME) reports from both aircraft to obtain the required separation before allowing further climb or descent. When the inbound aircraft reported at 20 DME, and the outbound aircraft reported at 25 DME, he allowed the inbound aircraft to descend. Just after passing 4,500 ft the pilot of the descending aircraft sighted the outbound aircraft straight ahead and slightly below. He took avoiding action and reported the event to ATC.

It was subsequently determined that the pilot of the outbound aircraft had not been trained in the use of DME, and that the equipment in the aircraft was unreliable. When asked for DME distances he had provided dead reckoning distances obtained by map reading, which were incorrect.