

**Aviation Safety Investigation Report
199403770**

**Fairchild Industries Inc
Metro 23
Fairchild Industries Inc
Metro III**

13 December 1994

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Subsequent investigation indicated that VH-DMO, would have been in the "two o'clock" position from VH-NEK, at a range of about 10 NM, when the pilot of VH-NEK was instructed to follow the second aircraft. The first aircraft in the sequence, VH-SMH, would also have been at "two o'clock" from VH-NEK, but at a range of only 5 NM. VH-DMO was also nearly head on to VH-NEK at the time, and would have been difficult to see. As a result, the pilot of VH-NEK mistook VH-SMH for the second aircraft and turned inside VH-DMO, resulting in a loss of separation. In hindsight, the "sight and follow" instruction may not have been the most suitable for this particular situation.

