

**Aviation Safety Investigation Report
199301525**

**SOCATA - Groupe Aerospatiale
Trinidad
Saab Aircraft AB
SF-340A**

26 May 1993

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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: 199301525 **Occurrence Type:** Incident
Location: 10km S Whyalla
State: SA **Inv Category:** 4
Date: Wednesday 26 May 1993
Time: 1600 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Saab Aircraft AB
Aircraft Model: SF-340A
Aircraft Registration: VH-KDB **Serial Number:** 008
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Adelaide SA
Departure Time: 1525 CST
Destination: Whyalla SA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Senior Commercial	1200.0	7800

Aircraft Manufacturer: SOCATA - Groupe Aerospatiale
Aircraft Model: TB-20
Aircraft Registration: VH-LQD **Serial Number:** 1045
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Whyalla SA
Departure Time: 1555 CST
Destination: Parafield SA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Private	30.0	158

Approved for Release: Tuesday, March 29, 1994

VH-KDB commenced descent to Whyalla at 55km and advised Adelaide Flight Service (FIS) and broadcasted on local MTAF. Adelaide FIS advised "no IFR traffic" and no response was heard on MTAF.

At 30km Whyalla, the estimated arrival time and intentions at Whyalla were broadcast and the pilots continued to monitor both radio frequencies (MTAF and Area).

At about 10km from Whyalla, when leaving 3000 feet on descent, opposite direction traffic was seen on climb straight ahead. Rate of descent was increased as an evasive action and the other aircraft passed overhead.

After passing, attempts were made to establish communications with the other aircraft on both MTAF and Area frequencies without success. A short time later, VH-LQD was heard on Area frequency and it was established that this was the aircraft seen.

The pilot of VH-LQD, a foreign national, was flying a solo navigation exercise and although he had heard some transmissions, he had not associated them with conflicting traffic.
