

**Aviation Safety Investigation Report  
199301802**

**Piper Aircraft Corp  
Chieftain  
de Havilland Canada  
Dash 8**

**09 June 1993**

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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](http://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:** 199301802                      **Occurrence Type:** Incident  
**Location:** Mildura  
**State:** VIC    **Inv Category:** 4  
**Date:** Wednesday 09 June 1993  
**Time:** 1700 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** de Havilland Canada  
**Aircraft Model:** DHC-8-102  
**Aircraft Registration:** VH-WZJ    **Serial Number:** 027  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Mildura VIC  
**Departure Time:** 1655 EST  
**Destination:** Melbourne VIC

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-31-350  
**Aircraft Registration:** VH-LHF    **Serial Number:** 31-7652082  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Nil  
**Departure Point:** Mildura VIC  
**Departure Time:**  
**Destination:** Essendon VIC

**Approved for Release:** Monday, October 18, 1993

While taxiing VH-WZJ was advised by Flight Service that traffic was VH-LHF which had taxied at Mildura nine minutes earlier for Essendon. VH-WZJ gave three radio calls on the MTAF frequency but received no response. VH-WZJ departed from runway 09 and at 600 feet above ground level turned to set a heading for Melbourne. As the turn commenced, VH-LHF asked if he had been sighted. VH-LHF was directly ahead but high at 3000 feet. VH-LHF had departed from runway 36 and turned right across the centreline of runway 09. The captain of VH-WZJ complained that had he received an earlier response from VH-LHF he would have arranged his departure flight profile for more appropriate separation.

The pilot-in-command of VH-LHF had with him a commercial pilot as a backup safety pilot. Neither of them recalls the three radio calls made by VH-WZJ while taxiing. However, they both had VH-WZJ sighted throughout the alleged incident. The pilots in VH-LHF purposely remained well clear of VH-WZJ. There was no breakdown in separation.