

**Aviation Safety Investigation Report  
199301890**

**Cessna Aircraft Company  
Caravan  
de Havilland Canada  
Dash 8**

**24 June 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](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:** 199301890                      **Occurrence Type:** Incident  
**Location:** Near Lockhart River  
**State:** QLD    **Inv Category:** 4  
**Date:** Thursday 24 June 1993  
**Time:** 1425 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** de Havilland Canada  
**Aircraft Model:** DHC-8-102  
**Aircraft Registration:** VH-XFT                                      **Serial Number:** 052  
**Type of Operation:** Air Transport Low Capacity Passenger  
**Damage to Aircraft:** Nil  
**Departure Point:** Lockhart River  
**Departure Time:** 1423 EST  
**Destination:** Cairns

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 208  
**Aircraft Registration:** VH-PSQ                                      **Serial Number:** 20800213  
**Type of Operation:** Non-commercial Other (including military)  
**Damage to Aircraft:** Nil  
**Departure Point:** Cairns  
**Departure Time:**  
**Destination:** Horn Island

**Approved for Release:** Sunday, June 19, 1994

The Dash 8 aircraft was tracking to the south after departure from Lockhart River. The aircraft had transmitted a taxiing call prior to departure. The call was acknowledged by the Flight Service operator but no traffic was given to the aircraft. As the aircraft was climbing through 4,500 ft the crew monitored a Lockhart River position report from a northbound aircraft, VH-PSQ. VH-PSQ was cruising at 4,000 ft. Both aircraft were in cloud and did not sight each other.

The Flight Service operator reported that he had not recognised that the aircraft were conflicting traffic and as a result had neglected to pass the required information to each aircraft. At the time the operator had a high workload with other aircraft on his frequency, which was further increased by an aircraft that was out of communications.