

**Aviation Safety Investigation Report  
199601038**

**Piper Aircraft Corp  
Cruiser  
Piper Aircraft Corp  
Arrow**

**28 March 1996**

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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:** 199601038                      **Occurrence Type:** Incident  
**Location:** Parafield, Aerodrome  
**State:** SA    **Inv Category:** 4  
**Date:** Thursday 28 March 1996  
**Time:** 1004 hours                      **Time Zone** CSuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-28R-200  
**Aircraft Registration:** VH-KGP                      **Serial Number:** 28R-35611  
**Type of Operation:** Instructional Solo  
**Damage to Aircraft:** Nil  
**Departure Point:** Parafield SA  
**Departure Time:** 1004 CSuT  
**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	8.0	150

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-28-140  
**Aircraft Registration:** VH-RQF                      **Serial Number:** 28-7425202  
**Type of Operation:** Instructional Other Training  
**Damage to Aircraft:** Nil  
**Departure Point:** Parafield SA  
**Departure Time:** 1004 CSuT  
**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	Commercial	800.0	1200

**Approved for Release:** Thursday, April 4, 1996

The pilot of VH-RQF reported "ready" for runway 03L and was instructed by the air traffic controller to line up. The pilot of VH-KGP, conducting crosswind landing practice on runway 08L, received a clearance for a touch-and-go landing.

The air traffic controller observed VH-KGP complete the landing and commence to take-off. He then noticed that VH-RQF was also taking off and attempted to instruct the pilot to stop, but used the call sign of another aircraft operating in the circuit area, with the result that the instruction was ignored.

As both aircraft became airborne the air traffic controller gave a warning to the pilot of VH-KGP, who then saw VH-RQF and dived to pass beneath it. Both aircraft had climbed to about 100 ft above ground level, and passed at the intersection of the two runways.

The pilot of VH-RQF stated that he had been involved in discussing the take off technique with the student pilot, and thought he heard his take off clearance being given. When airborne he saw VH-KGP, and noticed that it had commenced to descend, so he climbed his aircraft as steep as possible to increase separation.

