

AIRCRAFT ACCIDENT INVESTIGATION
SUMMARY REPORT

1. LOCATION OF OCCURRENCE

Parafield Airport, South Australia.	Height a.m.s.l. (ft) 45 feet	Date 6.7.69	Time (Local) 1419	Zone CST
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2. THE AIRCRAFT

Make and Model	(i) Piper PA32-300 (ii) Victa 100	Registration	(i) VH-PPV (ii) VH-BWT
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3. CONCLUSIONS

At approximately 1419 hours CST on 6th July, 1969, a Piper PA32-300 aircraft, registered VH-PPV, and a Victa 100 aircraft, registered VH-BWT, collided in the air at a height at about 200 feet over the western end of strip 26 at Parafield Airport, South Australia. VH-PPV, which sustained no damage, continued in flight and landed safely at Parafield. VH-BWT which was substantially damaged remained in flight and also landed safely at Parafield.

(ii) The PA32 aircraft VH-PPV, was owned by Reinehr Industrial Lease & Finance Pty. Ltd. and flown by Trevor John Ferres and was engaged on a private flight. The Victa 100 aircraft VH-BWT, was owned by the Royal Aero Club of South Australia Inc. and flown by John Ruciak and was engaged on a private flight in the Parafield circuit area.

(iii) None of the seven occupants of VH-PPV and two occupants of VH-BWT was injured.

(iv) The pilot of VH-PPV, Trevor John Ferres, aged 25 years, held a current private pilot licence endorsed with the aircraft type. His total flying experience amounted to 125 hours of which 9 hours had been gained on PA32 aircraft. The pilot of VH-BWT, John Ruciak, aged 22 years, held a current private pilot licence endorsed for the aircraft type. His total flying experience amounted to 98 hours of which 70 hours had been gained on Victa 100 aircraft.

(v) There was a valid certificate of airworthiness for each aircraft, and there was no evidence of any defect or malfunction which may have contributed to the accident.

(vi) Both aircraft were loaded within safe limits.

(vii) The weather was fine, and visibility was 15 miles and the wind was calm.

(viii) Strip 26 at Parafield is aligned on a heading of 258 degrees magnetic and is 1,000 feet in width. Although there is no standard which specified the number of aircraft that may use the strip simultaneously, it is not unusual for four and sometimes five aircraft to be on the strip, not including aircraft standing across the threshold preparing for take-off.

(ix) The pilot of the Victa aircraft VH-BWT which was engaged on practice circuits and landings reported to Parafield Tower "turning base" and requested and was approved to carry out a "touch and go" landing. At this time the PA32 aircraft VH-PPV was parked across the strip threshold some 350 feet from the left hand boundary while the pilot was making preparations for take-off. He did not hear the base leg call by VH-BWT. The pilot of VH-BWT noted the position of VH-PPV and selected a landing path on the left side of that aircraft, close to the left hand side of the strip.

(x) VH-PPV called "Ready" as it was being aligned in the take-off direction and it was cleared for take-off by ATC and advised that there was an aircraft on final. When take-off power was being applied the pilot saw VH-BWT pass on his left just prior to touching down. He next saw VH-BWT as his aircraft became airborne and at that time VH-BWT was well ahead, on his left, apparently on the ground and moving parallel with his track. He assumed that VH-BWT was completing a normal landing and took no further notice of the aircraft.

DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

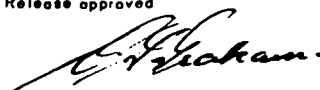
MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".

CONCLUSIONS (Cont'd)

(xi) After taking off VH-BWT climbed directly ahead and VH-PPV, which was already airborne, also commenced to climb but on a slightly convergent path, at a higher airspeed and with a lower rate of climb. The field of vision of the pilot of VH-PPV was such that VH-BWT should have been visible to him throughout the take-off and climb of both aircraft, but at a height of about 200 feet, over the western end of the strip, the pilot of VH-PPV saw VH-BWT apparently drifting across his path from left to right and slightly above him. He attempted to take evasive action, but the propeller of VH-PPV struck the starboard wing of VH-BWT and almost completely destroyed the aileron. Both aircraft remained in flight and were landed safely at Parafield.

4. OPINION AS TO CAUSE

The cause of the accident was that the pilot of the over-taking aircraft did not exercise the degree of vigilance required when operating in close proximity to other aircraft. A contributory factor was that the pilot was not alerted to the intention of the other aircraft to conduct a "touch and go" landing.

Release approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 10.2.1971
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