

AIRCRAFT ACCIDENT INVESTIGATION
SUMMARY REPORT

Reference No.
AS/712/1044

1. LOCATION OF OCCURRENCE

	Height a.m.s.l. (ft)	Date	Time (Local)	Zone
Bankstown Airport, New South Wales	Airport level 21 ft	14.6.71	1314	EST

2. THE AIRCRAFT

Make and Model	Cessna 150F Cessna 182K	Registration	VH-DFD VH-GAC
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3. CONCLUSIONS

At 1314 hours EST on 14 June, 1971, a Cessna 150F aircraft, registered VH-DFD, and a Cessna 182K aircraft, registered VH-GAC, collided at a height of 1000 feet above ground level whilst on the downwind leg of a circuit of the aerodrome prior to landing on Runway 18 at Bankstown Airport, New South Wales. Both aircraft sustained substantial damage but they remained in flight and under control and each pilot was able to complete a normal landing on Runway 18 without further damage to either aircraft.

(ii) The Cessna 150F aircraft, VH-DFD, was owned by D.F. Lyons of Bardwell Park, New South Wales and was operated by Thomas Maurice Kievit on a local private flight. The Cessna 182 aircraft, VH-GAC, was owned by R.A. Hammond of Castlecrag, New South Wales and was being operated on local charter flights by Chieftain Aviation Pty. Ltd. of Bankstown.

(iii) There were 5 persons on board VH-GAC and 2 persons on board VH-DFD at the time of the collision. No one was injured in the occurrence.

(iv) The propeller of the Cessna 150F VH-DFD was damaged by contact with the airframe of VH-GAC. The starboard wing and aileron of VH-GAC were substantially damaged.

(v) The pilot of VH-DFD, Thomas Maurice Kievit, aged 26 years, held a private pilot licence with an endorsement covering the Cessna 150 type of aircraft. His total flying experience was 47 hours of which 46 hours had been gained on Cessna 150 aircraft.

(vi) The pilot of VH-GAC, Geoffrey Bruce Helman, aged 20 years, held a current commercial pilot licence correctly endorsed for the aircraft type and a 'C' Grade instructor rating. His total flying experience was 438 hours, of which 23 hours had been flown on Cessna 182 aircraft.

(vii) 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.

(viii) Both aircraft were loaded within safe limits.

(ix) The weather was fine, the visibility was in excess of 20 miles and there were 6/8ths of Cumulus and Strato Cumulus cloud at 3000 feet. The wind was from 180 degrees at 15 knots.

(x) At Bankstown, Air Traffic Control procedures require that pilots maintain their own separation from other aircraft in the aerodrome traffic pattern. Pilots are advised that the Air Traffic Control Service will assist, insofar as is practicable, by alerting pilots when it appears that separation may be inadequate. There are practical limitations to the traffic alerting service which can be provided by persons on the ground. Therefore, in operational documents provided by the Department of Civil Aviation, pilots are specifically warned that the traffic alerting service must not be relied upon as a means of ensuring separation between aircraft.

(xi) Shortly after 1308 hours VH-GAC reported its position at George's River Bridge inbound to Bankstown and the aircraft entered Bankstown Secondary Control Zone from the south east at an altitude of 1500 feet. Having overflowed the aerodrome, the pilot descended to 1000 feet on a southerly

CONCLUSIONS (Cont'd)

heading on the western side of the aerodrome traffic pattern. When VH-GAC entered the circuit area at Bankstown there were five other aircraft operating in the traffic pattern and two other aircraft standing or taxiing on the manoeuvring area. At an appropriate position the pilot of VH-GAC turned onto an easterly heading and flew across the southern end of the aerodrome at 1000 feet. He then commenced a left turn with the object of joining a left hand circuit downwind leg prior to an approach and landing on the 18 direction runway complex.

(xii) The Cessna 150 VH-DFD was engaged in circuit and landing practice using the 18 direction landing area. In the course of this exercise the pilot conducted a touch and go landing and made a normal climb out and turn to join the downwind leg for a circuit and landing. The pilot established on the downwind leg at an airspeed of 85 knots and an altitude of 1000 feet above the aerodrome level. He then reset the directional gyro and this adjustment had just been completed when the two aircraft collided. The time of the collision was 1314 hours.

(xiii) During the period in which both aircraft were in the area to the south and south east of Bankstown Airport, each pilot was in a position and had the opportunity to sight the other aircraft. There is evidence that the pilot of VH-GAC sighted VH-DFD, but did not continue to monitor the progress of that aircraft or manoeuvre his own aircraft so as to positively avoid the possibility of collision.

(xiv) At the point of collision the Cessna VH-DFD was maintaining a substantially straight and level flight path at an airspeed of approximately 85 knots. The Cessna 182 VH-GAC crossed the flight path of VH-DFD at an angle of 25 degrees, banked at 30 degrees to the left and climbing very slightly at an airspeed of approximately 103 knots. Collision contact between the 2 aircraft was confined to the propeller of VH-DFD and the starboard wing tip and aileron area of VH-GAC.

(xv) The pilot of VH-DFD transmitted a distress call advising that a midair collision had taken place and that both aircraft were still airborne. The pilot of VH-GAC called Bankstown and confirmed that his aircraft had been damaged but was under normal control.

(xvi) Both aircraft continued in flight, completed the remainder of the circuit procedure and landed on the 18 direction landing area at Bankstown at 1318 hours and 1319½ hours respectively.

4. OPINION AS TO CAUSE

The cause of the accident was that, when operating in an area where safe separation from other aircraft is a pilot responsibility, neither pilot in command maintained an adequate look out.

Release approved  D.S. GRAHAM	Designation Assistant Director-General (Air Safety Investigation)	Date 10.7.72
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