

**Aviation Safety Investigation Report
199003061**

**Piper PA31-350 Chieftain
Cessna 210-M Centurion**

25 April 1990

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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 CEO 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.

This accident was not the subject of an on scene investigation.

Occurrence Number: 199003061 **Occurrence Type:** Accident
Location: Over Blacksmith Island QLD
Date: 25 April 1990 **Time:** 725
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	3

Aircraft Details:	Piper PA31-350 Chieftain	Cessna 210-M Centurion
Registration:	VH-NDU	VH-MDU
Serial Number:	31-8152083	21061634
Operation Type:	Charter	Private
Damage Level:	Substantial	Substantial
Departure Point:	Hamilton Island QLD	Hamilton Island QLD
Departure Time:	0716	715
Destination:	Mackay QLD	

Approved for Release: 18th July 1990

Circumstances:

Before the flight and in the presence of the only passenger, the pilot of the Chieftain asked the pilot of the Cessna whether he had been "dumped" yet. The Cessna pilot did not know what was meant by the term and his colleague would not elaborate. The Cessna departed, followed by the Chieftain about one minute later. The flight planned heights for each aircraft for entry into the Mackay Control Zone were 3000 feet (Cessna) and 2500 feet (Chieftain). The pilot of the Chieftain reported that he climbed to 3000 feet outside controlled airspace, maintaining visual contact with the other aircraft and pointing it out to the passenger, who occupied the front right seat of the aircraft. The Chieftain was closing with the Cessna at a rate of about 20 knots when the pilot lost sight of the other aircraft. Impact occurred when the Chieftain struck the Cessna from above, the right wing tip of the Chieftain striking the right aileron of the Cessna. At about the same time, the right tailplane of the Chieftain struck the fin and rudder of the Cessna. As the Chieftain continued its passage over the other aircraft its tailcone contacted the outboard leading edge of the right wing of the Cessna. Both aircraft remained flyable and landed at the nearest aerodrome. Neither pilot declared an emergency. Later, the pilot of the Chieftain said that he meant to overfly the Cessna and descend ahead of it to give the other pilot "a big scare" as part of his initiation into bush flying.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The pilot of the Chieftain conducted an unnecessary hazardous operation.
2. The pilot of the Chieftain misjudged the closing speed, distance and relative height between the two aircraft.