

**Aviation Safety Investigation Report  
198302302**

**Piper PA24-400**

**18 November 1983**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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).**

**Occurrence Number:** 198302302                      **Occurrence Type:** Accident  
**Location:** 1 km NW Hamilton Aerodrome VIC  
**Date:** 18 November 1983                      **Time:** N/K  
**Highest Injury Level:** Fatal  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	1	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Piper PA24-400  
**Registration:** VH-FOE  
**Serial Number:**  
**Operation Type:** Practice Circuits  
**Damage Level:** Destroyed  
**Departure Point:** Hamilton VIC  
**Departure Time:** N/K  
**Destination:** Hamilton VIC

**Approved for Release:** 1st August, 1984

**Circumstances:**

At about 0200 hours, the owner and a passenger boarded the aircraft for a local flight. A resident heard it take off and saw the aircraft lights in the circuit area. He also noted that the runway lights were illuminated. A go-around was made on the first approach and the aircraft was landed after another circuit. A take off was carried out in the opposite direction and shortly after becoming airborne the aircraft struck the ground. Fire broke out and engulfed the wreckage. It was not possible to determine which of the occupants were manipulating the controls at the time of the accident. Neither person was qualified to operate the aircraft. Post mortem examinations revealed that both persons had high blood alcohol levels.