



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No

V116/793/1019

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

## 1. LOCATION OF OCCURRENCE

Near Warrnambool Aerodrome, Victoria	Height a.m.s.l. 395 feet approx.	Date 8/6/79	Time (Local) 1206	Zone EST
--------------------------------------	-------------------------------------	----------------	----------------------	-------------

## 2. THE AIRCRAFT

Make and Model (i) Cessna 150G (ii) Cessna A150K	Registration (i) VH-RID (ii) VH-RAD
---	--

## 3. CONCLUSIONS

3.1 At 1206 hours on 8 June 1979 Cessna 150G aircraft registered VH-RID, and Cessna A150K aircraft registered VH-RAD, collided in flight at a height of about 150 feet above ground level while both aircraft were on final approach to runway 31 at Warrnambool Aerodrome.

3.2 Following the collision, VH-RID which had its tail assembly dislodged in the collision, crashed vertically to the ground 690 metres short of the threshold of runway 31. The pilot who was the sole occupant was fatally injured.

3.3 The other aircraft VH-RAD was substantially damaged but continued in flight and the pilot, who was the sole occupant, landed his aircraft on the grass undershoot area for runway 31. He was not injured.

3.4 The pilot of VH-RID was aged 32 years. He was issued with a student pilot licence on 25 May 1979 and up to the time of the accident had completed 13 hours 50 minutes dual and 1 hour 20 minutes solo flight time. He was required to wear correcting lenses while exercising privileges of his licence and glasses were found in the cockpit area of the wreckage of VH-RID. At the time of the accident he was practising solo circuits and landings using runway 31 at Warrnambool, this being his second solo period for the day.

3.5 The pilot of VH-RAD was , aged 47 years. He was the holder of a restricted private pilot licence which was endorsed for the aircraft type. His total flight time was 66 hours 10 minutes of which 52 hours were gained on the Cessna 150 type aircraft. He was returning from a short flight in the training area south of Warrnambool when the accident occurred.

3.6 Both aircraft were being operated by Warrnambool Flying services. There was no evidence to indicate that they were in other than a serviceable condition prior to the accident. Both pilots had been properly authorised for their individual flights by the chief flying instructor, Mr. Miles Vincent Harris.

3.7 During the morning the student pilot, , had completed a dual flight check and then flew solo circuits and landings for 40 minutes which were monitored by the chief flying instructor. The student pilot then had a break of about one hour and during this break was authorised for a local flight in VH-RAD.

At 1145 hours VH-RAD departed Warrnambool Aerodrome for a short flight in the area south of Warrnambool. At about this time the student pilot in VH-RID was taxiing from the tarmac area to commence his second period of solo circuits and landings. Both aircraft were maintaining a listening watch on the Flight Service area frequency and VH-RID was later heard transmitting his position in the circuit pattern.

3.9 At about 1200 hours the pilot of VH-RAD transmitted a call indicating that he was returning to Warrnambool Aerodrome from a position 10 nautical miles west of the aerodrome and VH-RAD subsequently joined the circuit pattern for runway 31 on the downwind leg. At about 1203 hours the student pilot in VH-RID transmitted a call indicating that he was turning onto the base leg for runway 31. At this stage VH-RAD was on the downwind leg behind VH-RID. Less than one minute later VH-RAD turned onto base leg for runway 31, but on a path inside VH-RID, closer to the aerodrome. Due to radio traffic on the radio frequency at the time, the pilot of VH-RAD did not transmit a call to indicate that he was turning base. By the time that both aircraft had turned onto final approach VH-RID was behind VH-RAD on a slightly shallower path and slowly overtaking VH-RAD.

3.10 Both aircraft were at approximately 150 feet altitude with VH-RID just underneath VH-RAD when VH-RID was seen to pull up and strike VH-RAD. The vertical fin of VH-RID struck the trailing edge of the left hand flap of VH-RAD and VH-RID then pitch up and over the other aircraft. The tail assembly of VH-RID was dislodged in the collision and the aircraft dived vertically to the ground.

3.11 The pilot of VH-RAD had not comprehended the base call made by VH-RID and was not aware of its presence in the circuit pattern until the collision. VH-RAD received substantial damage to its left hand wing leading edge and flap but the pilot was able to land the aircraft straight ahead onto the grass undershoot area for runway 31 without incurring further damage.

### 3. CONCLUSIONS (Cont'd)

3.12 The weather conditions at the time were 5 to 6 octas of strato cumulus cloud at 3000 feet, temperature 15°C with unrestricted visibility. The surface wind was from the northwest at 10 to 15 knots.

### 4. OPINION AS TO CAUSE

The cause of the accident was that, while operating in an environment where separation between aircraft is a pilot responsibility, neither pilot exercised the degree of vigilance necessary to maintain proper separation.

Approved for  
publication

Delegate of the Secretary

Date