

## 1. LOCATION OF OCCURRENCE

One half mile north of Tyabb Airfield, Victoria	Height a.m.s.l. (ft) 120 feet	Date 18.4.70	Time (Local) 1750	Zone EST
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## THE AIRCRAFT

Make and Model Cessna 150H	Registration VH-DVG	Certificate of Airworthiness	Valid from 23.9.68	Valid to 22.9.77
Registered Owner Vowell Air Services Pty. Ltd., Stuart Road, Tyabb, Victoria.	Operator Vowell Air Services Pty. Ltd., Stuart Road, Tyabb, Victoria.	Degree of damage to aircraft Substantial		
		Other property damaged Nil		
Defects discovered				

## 3. THE FLIGHT

Last or intended departure point Tyabb	Time of departure 1745	Next point of intended landing Tyabb	Purpose of flight Training Solo	Class of operation Aerial Work
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Sherley Margaret RITTMAN	Pilot	49	Student	25	25	Minor

## 5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

## RELEVANT EVENTS

Following a dual check consisting of two circuits, the pilot was sent for one solo circuit. The take off was normal, and the aircraft was climbed to about 500 feet and turned to the right across wind. At this point the pilot throttled back to climb power and the engine failed. She closed the throttle and opened it again and the engine responded momentarily but then lost power completely. The pilot checked that the fuel was on and mixture rich and commenced an approach towards a small field almost straight ahead. The wind was from 020 degrees at 10 knots, but the longest dimension of the field was towards the east and the pilot continued in that direction. In the final stages of the approach, the pilot pulled up to avoid a small tree and the aircraft then sank heavily into the selected field, which had drainage furrows running obliquely to the landing direction. The aircraft bounced twice and on the third touchdown the nosewheel collapsed, the nose dug in and the aircraft flipped over on to its back. There was no fire and the pilot turned off the ignition and the master switch before evacuating through the cabin window. The field in which the aircraft landed measured 480 feet by 270 feet and there was no more suitable area available.

## 8. OPINION AS TO CAUSE

The cause of the accident was that following a loss of engine power the pilot was forced to land in an unsuitable area. The reason for the loss of engine power has not been established.

Report approved <i>A. S. Graham</i>	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 5.2.1971
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## 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".