

1. LOCATION OF OCCURRENCE

Elmore, Victoria.	Height a.m.s.l. (ft) 400 feet	Date 26.12.70	Time (Local) 1740	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 177	Registration VH-DZS	Certificate of Airworthiness	Valid from 11.11.68	Valid to 10.11.77
Registered Owner Nationwide Air Services Pty. Ltd., P.O. Box 496, Canberra City, A.C.T.	Operator W. R. Hempel, 33 Krichauff Street, Page, A.C.T.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged One power wire broken		

3. THE FLIGHT

Last or intended departure point Elmore	Time of departure 1730	Next point of intended landing Elmore	Purpose of flight Sight-seeing	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
William Robert HEMPEL	Pilot	47	Private	9	436	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
P. AYSON	Passenger	Nil	J. AYSON	Passenger	Nil
G. AYSON	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

The pilot had flown various Cessna types of aircraft but his experience on the Cessna 177 type was limited. The Cessna 177 differs from the other types which the pilot had flown in that it has a fuel shut-off selector located near the carburettor heat control. After taking off from an authorised landing area on the property of one of his passengers the pilot decided to land in another nearby field. At about 500 feet on final approach he selected what he thought was carburettor heat and shortly afterwards there was a complete loss of engine power. He then prepared to make a forced landing into a nearer field and during a subsequent cockpit check found that he had inadvertently operated the fuel shut-off instead of the carburettor heat. The fuel was selected on, the engine re-started and the pilot applied full power with the intention of abandoning the landing. The nose leg then struck and was damaged by a power wire of which the pilot was not aware. The aircraft was landed straight ahead and the nose leg collapsed when it contacted the ground.

OPINION AS TO CAUSE

The cause of the accident was that the pilot did not promptly recognise and rectify his inadvertent operation of the fuel shut-off control at a critical stage of flight.

Report approved <i>D.S. Graham</i>	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 15.7.71
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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".