

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/695/1007

1. LOCATION OF OCCURRENCE

Narrogin West, Western Australia	Height a.m.s.l. (ft) 1000 feet	Date 23.2.69	Time (Local) 0930	Zone WST
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THE AIRCRAFT

Make and Model Victa 100	Registration VH-MVC	Certificate of Airworthiness	Valid from 4.3.66	Valid to 3.3.75
Registered Owner University Flying Club (Inc.), University of Western Australia, Nedlands, W.A.	Operator Civil Flying School, Jandakot Aerodrome, Jandakot, W.A.	Degree of damage to aircraft Substantial		
		Other property damaged A rabbit proof fence		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Narrogin West	Time of departure 0925	Next point of intended landing Point of Departure	Purpose of flight Flying Training	Class of operation Aerial work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Ian Angus McLEAN	Pilot	24	Private	29 hours	33 hours	Nil

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

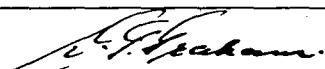
Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

During the first circuit of the training period the pilot completed the turn onto base leg of the circuit at about 800-1000 feet and then selected what he believed was the carburettor heat control. He then closed the throttle to make a gliding approach with 8° of flap lowered. At a height of 150 to 100 feet when slightly undershooting the pilot opened the throttle but the engine failed to respond. He then closed and opened the throttle again without result and he checked that the fuel and fuel pump were both selected "ON". Before he could check the carburettor heat, the cabin heat and the mixture controls, all of which are similar in appearance and operation, he was obliged to concentrate on the imminent landing in a paddock short of the strip. The aircraft touched down, bounced over a shallow ditch and then struck a fence and trees. Although the aircraft was substantially damaged, the engine was not damaged and a subsequent examination of it revealed no defect. Ambient conditions were conducive to carburettor icing.

8. OPINION AS TO CAUSE

The cause of the accident was that the aircraft sustained a complete loss of engine power at a height and in a position that precluded the possibility of a successful forced landing. A likely explanation of the engine power loss was that the pilot operated the cabin heat control in the mistaken belief that he was operating the carburettor heat control, and carburettor icing then occurred.

Report approved 	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 28.4.1970
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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".