

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/695/1025

1. LOCATION OF OCCURRENCE

Claypan, 31 n.m. east-north-east of Carnarvon, W.A.	Height a.m.s.l. (ft) 10 feet	Date 26.7.69	Time (Local) 0945	Zone WST
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2. THE AIRCRAFT

Type and Model Cessna 172		Registration VH-DPH	Certificate of Airworthiness	Valid from 3.1.68	Valid to 2.1.77
Registered Owner Airmuster Pty. Ltd., Yinnetharra Station, Carnarvon, W.A.		Operator Airmuster Pty. Ltd., Yinnetharra Station, Carnarvon, W.A.		Degree of damage to aircraft Substantial	
				Other property damaged Nil	
Defects discovered					

3. THE FLIGHT

Last or intended departure point Claypan, 31 n.m. east-north-east of Carnarvon	Time of departure 0945	Next point of intended landing Brick House Station	Purpose of flight Aerial Mustering	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
Ronald Grant DUNCAN	Pilot	23	Private	230 hours	280 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Geoffrey SMITH	Passenger/ Spotter	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 236	The pilot commenced a take-off from a point which did not make use of the maximum available length of the aerodrome.


7. RELEVANT EVENTS

The aircraft departed Brick House Station for a sheep mustering flight and, after ninety minutes, was landed on a clay pan. Twenty minutes later the aircraft was reboarded to resume the aerial mustering. The pilot taxied the aircraft at a fast speed in a prolonged turn before he applied full power upon reaching his selected take-off direction. When the airspeed was approximately 60 knots and as the pilot was about to lift-off, a sudden and complete loss of engine power occurred. Despite application of brakes, the pilot was unable to stop the aircraft before it reached the edge of the clay pan and entered the light scrub.

During the investigation the engine was started normally and an examination of the fuel system did not reveal any abnormalities.

8. OPINION AS TO CAUSE

The cause of the accident was that while taking-off the aircraft suffered a complete loss of engine power when there was insufficient landing area remaining to bring it to a stop. The cause of the power loss has not been determined.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 26.8.1970
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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 cowlings, 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".