

1. LOCATION OF OCCURRENCE

$\frac{1}{2}$ mile south of Wagin, Western Australia.	Height a.m.s.l. (ft) 1000 feet	Date 15.8.70	Time (Local) 1207	Zone WST
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2. THE AIRCRAFT

Type and Model Victa Airtourer 100	Registration VH-RKK	Certificate of Airworthiness	Valid from 9.8.66	Valid to 8.8.75
Registered Owner W.J. Forward, Airport, Narrogin, Western Australia.	Operator Narrogin Flying Club, Aerodrome, Narrogin, Western Australia.	Degree of damage to aircraft Substantial		
		Other property damaged Nil		

Defects discovered

The number 2 cylinder exhaust valve spring seat failed at the cone extension, allowing the exhaust valve to drop into the cylinder.

3. THE FLIGHT

Last or intended departure point Wagin	Time of departure 1200	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
Steven Peter HVALA	Instructor	24	Commercial	26	622	Minor
Barton James HATHERLEY	Student	28	Student	15	33	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The aircraft, with the student pilot at the controls, took-off and climbed to 500 feet and then turned left as it was intended to carry out a normal circuit. The take-off was made into the east on the single strip and into a wind from the east at a speed of 10-15 knots. When the aircraft had reached about 600 feet the engine faltered and the power was reduced to 2300 RPM with the engine vibrating spasmodically. Application of carburettor heat did not improve the performance of the engine. When the aircraft had climbed to about 700 feet the instructor took over control, decided to make a downwind landing and turned the aircraft to the right in order to fly back across wind preparatory to landing. After flying across wind and turning back again an "S" turn was made to line up with the direction of the strip. The aircraft crossed the end of the strip, which is 2,700 feet long, at about 400 feet above the ground and only touched down briefly near the far end of the strip. The pilot then attempted to conduct a go-around using all the engine power remaining but speed was slow and the engine power decayed to about 1600 RPM. He then decided to land in a paddock. The aircraft was pulled up over trees and a power line on the paddock boundary and then sank, landing heavily on the port main wheel and nose wheel. The nose undercarriage leg detached and after sliding a short distance the aircraft overturned.

7. OPINION AS TO CAUSE

The cause of the accident was that, following a partial power loss, the pilot in command attempted to make a forced landing downwind in circumstances beyond his competence.

Report released

(D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

25.7.72

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".