

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/713/1015

## 1. LOCATION OF OCCURRENCE

Clear Hills, 3.5 miles East-North-East of  
Mount Buller, Victoria.Height a.m.s.l. (ft)  
4400 feetDate  
29.5.71Time (Local)  
1000Zone  
EST

## 2. THE AIRCRAFT

Type and Model Cessna 172F	Registration VH-DGV	Certificate of Airworthiness	Valid from 22.1.65	Valid to 21.1.74
Registered Owner K. A. Kansy, 13 Kidman Avenue, Belmont, Victoria	Operator K. A. Kansy, 13 Kidman Avenue, Belmont, Victoria.	Degree of damage to aircraft Destroyed		
		Other property damaged Nil		
Defects discovered  Nil.				

## 3. THE FLIGHT

Last or intended departure point Polley's Field Connemare	Time of departure 0758 approximately	Next point of intended landing Wagga Wagga	Purpose of flight Travel	Class of operation Private
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Konrad Adolph KANSY	Pilot	36	Private	779	944	Fatal
Hans Leopold HUBER	Co-Pilot	39	Private	187	219	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Margarete Maria Martha KANSY	Passenger	Fatal	Antonin SMERDA	Passenger	Fatal

## 6. RELEVANT EVENTS

The weekend flight to Wagga Wagga and return, had been planned for some weeks. A flight plan was made out for the route Connemare-Rosebud-Mansfield-Albury-Wagga Wagga but it was not submitted to an airways operations unit. A similar plan, indicating the general route to be followed, was left at the home of the co-pilot. The weather at Connemare when the aircraft departed was satisfactory for visual flight, but along the route, especially beyond Healesville, the weather was probably not suitable for operations under the Visual Flight Rules. It is likely that the conditions would have included north westerly winds of 30 knots, turbulence and extensive areas of layered cloud down to terrain level, particularly near the mountains. Drizzle and locally heavy rain with a visibility of less than 2000 yards was probable. Moderate clear icing would have been encountered in cloud and the freezing level was 5000 feet. These conditions were indicated by the aviation area forecast current at the time, but there is no evidence that the pilot obtained an aviation forecast for the flight. There is no record of any communication with the aircraft after it left Connemare and it did not reach Wagga Wagga. The disappearance of the aircraft was not reported until 31 May, 1971, after relatives of those on board had become concerned that the aircraft had not returned. An intensive air search lasting more than 7 days and hampered by the weather, failed to locate the aircraft. On 12 December, 1971 the wreckage of the aircraft was found, by a private searching aircraft, in heavily timbered country near Mount Buller, at an altitude of 4,400 feet. The accident site was approximately 20 miles to the east of the planned track. The aircraft had struck the trees, tearing off the outer panel of the starboard wing and had then crashed steeply through the timber, coming to rest on a heading of 184 degrees magnetic. The nature of the damage to the starboard wing suggests that the aircraft was not out of control when it struck the trees. The engine and propeller damage was consistent with a low power output at impact with the ground, the ignition switches were "On", mixture control set to "Full Rich", the carburettor heat was set to "Cold" and the fuel selector was on "Both". The aircraft fuel tanks, although damaged were found to contain a quantity of fuel.

## 7. OPINION AS TO CAUSE

The cause of the accident has not been determined but, on the evidence available, a likely explanation is that the pilot persisted with the flight in the face of adverse weather conditions.

Report released

(D.S. GRAHAM)

Designation

Assistant Director-General  
(Air Safety Investigation)

Date

21.7.72

## 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".