

1. LOCATION OF OCCURRENCE

Westernport Airfield, Tyabb, Victoria.	Height a.m.s.l. (ft) 80 feet	Date 18.10.70	Time (Local) 1245	Zone EST
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2. THE AIRCRAFT

Make and Model DH82A Tiger Moth	Registration VH-GVA	Certificate of Airworthiness	Valid from 19.11.65	Valid to 18.11.74
Registered Owner R.W. W. Vowell, Watts Parade, Mount Eliza, Victoria.	Operator Vowell Air Services Pty. Ltd., Watts Parade, Mount Eliza, Victoria.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Cyclone wire fence.		

3. THE FLIGHT

Last or intended departure point Tyabb	Time of departure -	Next point of intended landing Point of Departure	Purpose of flight Conversion Training	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
Robert Alexander McKAY	Instructor	25	Commercial	6	1900	Nil
Peter Anthorne CROOKE	Pilot under Instruction	46	Private	-	170	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
A.N.R. 223 (A) (2)	The pilot started the engine of the aircraft while a person was in the aircraft and the control seat was not occupied by an appropriately licensed pilot or an approved person.

7. RELEVANT EVENTS

The pilot under instruction had no prior experience with DH82 aircraft. His instructor gave him a pre-flight briefing on the external and internal checks and the engine starting procedure but did not point out that the mixture control lever on the throttle quadrant was disconnected. With the pilot under instruction occupying the rear cockpit and the instructor standing behind the propeller the starting procedure was commenced without the aid of wheel chocks. In response to the instructor's call, the pilot under instruction set what he believed to be the throttle lever in the start position and switched on the magnetos. The throttle was in fact in the full forward (fully open) position and the pilot under instruction had mistakenly operated the mixture control lever in the belief that it was the throttle lever. The instructor swung the propeller from behind and, when the engine started, the aircraft surged forward under high power. The instructor was forced to jump clear and the aircraft commenced to swing in a wide left arc through 180 degrees until it struck a cyclone wire fence and came to rest, tail high, on the fence line.

OPINION AS TO CAUSE

The cause of the accident was that the pilot under instruction was not qualified or adequately instructed in engine starting procedures.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 15.4.1971
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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".