

**Aviation Safety Investigation Report  
199501578**

**Cessna Aircraft Company  
172H**

**28 May 1995**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199501578                      **Occurrence Type:** Accident  
**Location:** Carlton Hill Station - No7 Bore  
**State:** WA                      **Inv Category:** 4  
**Date:** Sunday 28 May 1995  
**Time:** 1400 hours                      **Time Zone** WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172H  
**Aircraft Registration:** VH-DPS                      **Serial Number:** 17256001  
**Type of Operation:** Non-commercial Aerial Application/Survey etc  
**Damage to Aircraft:** Substantial  
**Departure Point:** Carlton Hill Station WA  
**Departure Time:** 1330 WST  
**Destination:** Carlton Hill Station WA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	80.0	1700

**Approved for Release:** Wednesday, August 2, 1995

The pilot was conducting a bore inspection at a height of approximately 300 ft above ground level at the time of the occurrence. He had just flown over the No. 7 bore when the engine started to run roughly. The pilot completed a magneto function check which did not disclose any problems. He decided to turn the ignition switch off and then back on to make the engine backfire in an attempt to clean any lead off the spark plugs. When the pilot attempted to turn the switch back on, instead of the key turning in the ignition, the whole ignition box turned in the dash, leaving the key in the off position. The pilot applied additional pressure to the key and the whole switch became detached and fell inside the dash as the key came out in his hand. He attempted, briefly, to correct the problem, then realising that he was going to have to land the pilot transferred his attention to the emergency landing.

The pilot aimed the aircraft between two trees knowing that the wings would be damaged, but hoping the fuselage would be safe. The aircraft went between the trees then skidded for about 10 metres before the propeller dug into the ground and it flipped over onto its back.

The aircraft had flown approximately 95 hours since its last periodic servicing and there had been no indications that the ignition switch mountings were faulty during that period. The reason for the rough running was not determined.