

1. LOCATION OF OCCURRENCE

Weddin Mountain Range, 10 miles west south-west of Grenfell, New South Wales.	Height a.m.s.l. (ft) 1750 feet	Date 31.3.69	Time (Local) 0708	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 210-5	Registration VH-RYG	Certificate of Airworthiness	Valid from 6.8.65	Valid to 5.8.74
Registered Owner Griffith Air Charter Services Pty. Ltd., P.O. Box 1046, GRIFFITH, N. S. W.	Operator Griffith Air Charter Services Pty. Ltd., P.O. Box 1046, GRIFFITH, N. S. W.	Degree of damage to aircraft Destroyed		
Defects discovered Nil		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Griffith	Time of departure 0621	Next point of intended landing Bankstown	Purpose of flight Transport of Passengers	Class of operation Charter
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Erildo Francis BERTON	Pilot	27	Commercial	500 hours	1100 hours	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Ray Alexander WATSON	Passenger	Serious	Reginald Herbert KOEHLER	Passenger	Serious
Peter DEAMBROGIO	Passenger	Serious			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 149(2)	The pilot conducted a VFR flight below 5000 feet in conditions of less than 3 miles flight visibility and at a distance less than 2000 feet horizontally and 500 feet vertically from cloud.

RELEVANT EVENTS

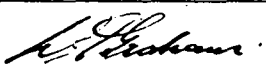
The pilot obtained a weather forecast and submitted a flight plan which indicated his intention to conduct the flight under visual flight rules. The forecast details were indicative of visual meteorological conditions existing in the initial stages of the flight and also in the area in which the accident occurred.

After passing West Wyalong, the weather deteriorated, and the pilot descended to about 500 feet above ground level to remain beneath the lowering overcast cloud base. The Weddin Mountain Range which lay across the aircraft's track and which rises some 1200 feet above the surrounding flat terrain was obscured by fog and low cloud and, as the pilot approached the range from the west, he was confronted by an area of fog which extended from the cloud base to the ground. Maintaining about 500 feet clearance from the ground, the aircraft penetrated the fog area and soon afterwards the pilot commenced a turn to the left with the intention of regaining visual meteorological conditions. Almost immediately, through a break in the fog, the pilot observed trees on steeply rising ground ahead. He applied power and pulled up sharply, but the aircraft struck trees near the top of the ridge and crashed to the ground.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, who was not qualified for instrument flight, proceeded into weather conditions in which visual flight could not be maintained.

Report approved



(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)

Date

21.10.69