

1. LOCATION OF OCCURRENCE

15 miles south east of Ballarat, Victoria.	Height a.m.s.l. (ft) 1650 feet	Date 31.10.70	Time (Local) 1350	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 210A	Registration VH-UEF	Certificate of Airworthiness	Valid from 24.6.65	Valid to 23.6.74
Registered Owner G.W. Pearce, 11 Victoria Terrace, Belmont, Victoria.	Operator J.H. Frew, 2 Alsop Street, Belmont, Victoria.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Lovely Banks	Time of departure 1330	Next point of intended landing Mildura	Purpose of flight Travel	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
John Henry FREW	Pilot	36	Private	9	151	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Bryan James McMILLAN	Passenger	Fatal	Ulf Arno DROUNE	Passenger	Fatal
Mark Richard RUTH	Passenger	Fatal			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 227(1)	The aircraft took off at a weight which was in excess of the maximum permissible all up weight as specified in its certificate of airworthiness.

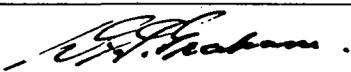
RELEVANT EVENTS

The pilot submitted flight plan details to Moorabbin by telephone at approximately 1245 hours EST indicating that he intended to track direct to Mildura at an altitude below 5000 feet and that the estimated time for the flight was 104 minutes. At 1334 hours the pilot advised Melbourne Flight Service Unit by radio that he had departed from Lovely Banks at 1330 hours and estimated that he would be over Maryborough at 1400 hours. This communication was acknowledged and no further calls were received from the aircraft. Between 1345 hours and 1350 hours, the sound of an aircraft was heard in the Yendon area, some 15 miles south east of Ballarat. The engine noise, which was normal when first heard, rose to a high pitch and intensity and then ceased abruptly. The wreckage of the aircraft was found shortly afterwards at a position approximately 2 miles west of the direct track from Lovely Banks to Maryborough. Examination of the wreckage indicated that the aircraft had struck the ground at high speed in a steep nose down attitude. The aircraft disintegrated on impact and there was no fire. There is evidence from witnesses on the ground in the general vicinity of the accident site that the cloud base was low and there were showers in the area. Another pilot, on a flight from Melton, was approaching the Yendon area a few minutes before the time of the accident and was forced to turn back when he encountered increasing cloud and a lowering cloud base with considerable rain ahead.

OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, who was not qualified for instrument flight lost control of the aircraft when he 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

22.3.1971

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".