

1. LOCATION OF OCCURRENCE

Glenreigh Station, 63 miles South of Hughenden, Qld.	Height a.m.s.l. (ft) 940 feet	Date 27.9.69	Time (Local) 1848	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 182C	Registration VH-BIG	Certificate of Airworthiness	Valid from 25.6.65	Valid to 24.6.74
Registered Owner Glenreigh Pastoral Company, "Glenreigh", Hughenden, QLD.	Operator Glenreigh Pastoral Company, "Glenreigh", Hughenden, QLD.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Peronne Station	Time of departure 1825	Next point of intended landing Glenreigh Station	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
Patrick Joseph DELAHUNTY	Pilot	40	Private	623 hours	791 hours	Fatal

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
Air Navigation Regulation 247 (2)	The capacity of the pilot to act as a member of the operating crew of an aircraft was impaired by reason of his having taken alcoholic liquor.

7. RELEVANT EVENTS

On the morning of the accident the pilot flew the aircraft from Glenreigh Station to Hughenden, a distance of 63 nautical miles and arrived at approximately 1000 hours. During the course of the day he consumed a quantity of alcohol. The pilot, who was not qualified for instrument flight, planned to return to Glenreigh that evening but, although last light at Glenreigh was at 1844 hours, he did not depart Hughenden until 1810 hours and made a planned landing at Peronne Station some 10 minutes later. At about 1825 hours the pilot departed on the 43 nautical mile flight to Glenreigh Station and arrived over the airstrip at about the end of daylight. The aircraft was seen to circle over the strip and make an approach into the south east with the landing lights illuminated. A vehicle had been positioned at the side of the north western end of the strip so as to illuminate the landing area with its headlights. When the aircraft was almost at the touch down point at the north western end of the strip, the engine power increased and the aircraft climbed away. It made a left hand turn as though to continue around and make another approach. However, when flying above the almost featureless terrain in a position some 2700 feet to the north east of the strip, the aircraft entered a steep dive, crashed to the ground and immediately caught fire. The pilot had been undergoing medical treatment involving tranquillising and sedative drugs and the possibility exists that this medication interacted with the alcohol consumed to further impair the ability of the pilot.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, whose judgement and ability were impaired by the consumption of alcohol, became disorientated when darkness restricted visual reference.		
Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 18.6.1970