

1. LOCATION OF OCCURRENCE

One mile north-east of Castella, Victoria	Height a.m.s.l. (ft) 1600 feet	Date 14.9.69	Time (Local) 1134	Zone EST
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2. THE AIRCRAFT

Make and Model	Registration	Certificate of Airworthiness	Valid from	Valid to
Beech A23A "Musketeer"	VH-CFP		13.7.66	12.7.75
Registered Owner	Operator		Degree of damage to aircraft	
Civil Flying Services Pty. Ltd., P.O. Box 89, Cheltenham, Vic.	Civil Flying School Pty. Ltd., Moorabbin Airport, Cheltenham, Vic.		Destroyed	
			Other property damaged	
Defects discovered				

3. THE FLIGHT

Last or intended departure point Lilydale Aerodrome	Time of departure 1015 approximately	Next point of intended landing Point of Departure	Purpose of flight Local sightseeing	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
Murray Kevin JONES	Pilot	31	Private (Restricted)	54 hours	54 hours	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Noela Ruth JONES	Passenger	Fatal	Robert James GLASSFORD	Passenger	Fatal
Maria BARRY	Passenger	Fatal			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

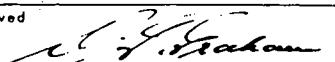
7. RELEVANT EVENTS

At the time of take-off the weather conditions in the area were a 5/8th cloud coverage with a base of 3,000 feet; the wind was from the south-west at 10-15 knots and the visibility was 20 miles, reducing to 5 miles in scattered areas of light rain. The pilot, who was restricted to operating in the local training area with which he was familiar, had been briefed to watch for weather deterioration. About half an hour after the aircraft departed, an instructor noticed a squall, 5-6 miles wide, rapidly advancing from the south-west. He made a radio call to the pilot who advised he was three miles north-east of the aerodrome and returning, but he was not seen. A short time later the pilot advised he was heading for the Healesville area to avoid the storm. At about 1100 hours the instructor took off intending to guide the pilot back to the aerodrome but he encountered heavy rain, hail, snow and severe turbulence beneath a cloud base of 700-800 feet. The Musketeer pilot then reported that he was five miles north east at 1,500 feet and he had "zero visibility" whereupon he was advised to descend on a southerly heading to 1,000 feet over lowering terrain to where the weather had begun to clear. At about 1125 hours the pilot advised he was heading 120 degrees at 1,300 feet, which corrected for aerodrome height, is 1,560 feet AMSL. Nothing further was heard from the aircraft and it was found a fortnight later on a thickly wooded hill-side. There was no evidence to show the aircraft was other than airworthy at the time of the accident.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, who was inexperienced, did not take timely action to terminate the flight when weather conditions rapidly deteriorated.

Report approved

 (D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

8.10.1970