

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/701/1005

1. LOCATION OF OCCURRENCE

Pentland, Queensland.	Height a.m.s.l. (ft) 1323 feet	Date 3.2.70	Time (Local) 0900	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 182D	Registration VH-DZL	Certificate of Airworthiness	Valid from 23.12.66	Valid to 22.12.75
Registered Owner G. Hart, 24 Highview Avenue, Manly Vale, New South Wales.	Operator R. Saw, 22 Carabella Street, Kirribilli, New South Wales.	Degree of damage to aircraft Substantial		
		Other property damaged Speed restriction signs on main road.		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Emerald	Time of departure 0645	Next point of intended landing Charters Towers	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
Richard SAW	Pilot	27	Commercial	200	500	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Paul HILL	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 149(2)	The flight was conducted in weather conditions which were less than the minima prescribed for VFR flight.

7. RELEVANT EVENTS

The pilot elected to conduct the flight without notification of flight plan details or any requirement for SAR watch and did not obtain weather information before departing or during flight. The aircraft entered deteriorating weather about 50 miles south of Charters Towers and the pilot descended from 6,000 feet to 2,000 feet to maintain visual flight conditions. Shortly thereafter heavy rain was encountered and the pilot descended to about 100 feet above ground level to maintain visual contact. He lost sight of the road which he had been following towards his destination but the time was approaching his estimated arrival time and he persisted with the flight and maintained heading. He intercepted the main railway and road which runs between Cloncurry and Townsville and after comparing the ground details with the Aeronautical Chart decided that he was east of Charters Towers. He therefore turned west to follow this railway and road but Charters Towers did not appear as expected. The pilot continued the flight to the west in worsening weather conditions until he arrived over a small town with an adjacent airstrip. Judging the airstrip to be wet the pilot elected to land on the sealed road adjacent to the township. During the landing the wings were damaged when the aircraft collided with traffic signs which the pilot had not observed adjacent to the road. At the time of the flight there were some unpublicised discrepancies in the depiction of the Charters Towers area on the World Aeronautical Chart.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot did not take timely action to divert as dictated by deteriorating weather conditions.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 5.2.1971
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