

## 1. LOCATION OF OCCURRENCE

2 miles south of Binalong, N.S.W.

Height a.m.s.l. (ft)  
1600 feetDate  
4.11.69Time (Local)  
0800Zone  
EST

## 2. THE AIRCRAFT

Make and Model C.A. 28 "Ceres"	Registration VH-WHY	Certificate of Airworthiness	Valid from 26.3.65	Valid to 25.3.74
Registered Owner Airland Improvements Pty. Ltd., P.O. Box 304, Cootamundra, N.S.W.	Operator Airland Improvements Pty. Ltd., P.O. Box 304, Cootamundra, N.S.W.	Degree of damage to aircraft Substantial	Other property damaged Cabin of a truck	

Defects discovered

## 3. THE FLIGHT

Last or intended departure point Cootamundra	Time of departure 0730	Next point of intended landing Property of Anthony Edward de Mestre	Purpose of flight Agricultural Positioning	Class of operation Private
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## 4. THE CREW

Name Noel Frederick FULLER	Status Pilot	Age 30	Class of licence Commercial	Hours on type 600 hours	Total hours 2000 hours	Degree of injury Nil
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## 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

## RELEVANT EVENTS

The pilot flew from Cootamundra to an agricultural strip near Binalong to familiarise himself with it and the adjoining property over which he was to conduct spraying operations later that morning. The strip, which is 1350 feet in length, has a 5% upslope to the north-west, and the uneven gradient obscures the top of the strip for approximately half of the landing run available. The strip was covered with green grass nine inches high and the grass was wet from dew. The weather was fine with a light easterly wind. The pilot flew around the area, observing a stationary loader truck on the north-west end of the strip, and on final approach aligned the aircraft to the right of it. The aircraft touched down approximately 150 feet inside the boundary. About 600 feet from the north-west end the pilot applied brakes but without effect. He released and re-applied the brakes but the wheels locked. The aircraft appeared to be sliding towards the stationary truck and the pilot attempted to avoid it but the outer section of the port mainplane struck the cabin of the truck at a speed of approximately 10 knots.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, unaware of the wet grass surface of the strip, was deprived of effective braking.

Report approved

*D. S. Graham*

(D. S. GRAHAM)

Designation  
Assistant Director-General  
(Air Safety Investigation)Date  
19.6.1970