

**Aviation Safety Investigation Report
198802380**

Fairchild F24

10 July 1988

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 198802380 **Occurrence Type:** Accident
Location: Mandemar (16 km W Mittagong) NSW
Date: 10 July 1988 **Time:** 1645
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Fairchild F24
Registration: VH-ABZ
Serial Number: 3314
Operation Type: Private
Damage Level: Substantial
Departure Point: Canowindra NSW
Departure Time: N/K
Destination: Mandemar NSW

Approved for Release: February 21st 1989

Circumstances:

The pilot had arrived back at his ALA late in the afternoon, when the sun was low in the western sky. Recent heavy rain had made the surface of the 900 metre long ALA wet and soft, and only 300 metres at the eastern end of the strip was considered to be serviceable. He was reluctant to land to the east as the strip was down hill in that direction and a slight westerly wind was blowing at the time. He was concerned that braking would be ineffective on the wet grass, and also cause problems with directional control. Because he noticed cattle moving towards the ALA, the pilot, who had been waiting for the sun to sink below the horizon in order to land to the west, decided to make an immediate landing in that direction. The pilot landed near his aiming point along the strip, but because the sun was in his eyes obscuring his vision he failed to line up along the centre line. The aircraft touched down on the soft edges to the left of the strip, and during the landing roll the mainwheels sunk into the soft ground causing the aircraft to roll over onto its back. This accident was not the subject of an on-site investigation.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

1. The ALA was reduced in length due to a soft wet surface, and the edges of the strip were also softened by rain.
2. Sun glare from the late afternoon being low on the western horizon.
3. The down hill slope of the ALA to the east, with wet grass and a tailwind component made the pilot unwilling to land in that direction.
4. Cattle were moving into the landing area.