

**Aviation Safety Investigation Report  
199001960**

**GRUMMAN G164-B**

**7 January 1990**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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](http://www.atsb.gov.au).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199001960                                   **Occurrence Type:** Accident  
**Location:** Finley NSW  
**Date:** 7 January 1990   **Time:** 1030  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** GRUMMAN G164-B  
**Registration:** VH-HIT  
**Serial Number:** 640  
**Operation Type:** Aerial Agriculture  
**Damage Level:** Substantial  
**Departure Point:** 15 nm NNW of Finley NSW  
**Departure Time:** 1020  
**Destination:** Finley NSW

**Approved for Release:** 24 January 1990

**Circumstances:**

The aircraft was being repositioned to base after an aerial application operation. The pilot reported that on downwind leg the pre-landing check revealed a soft left brake. He pumped up pressure by engaging the park brake and working the brake pedal. Due to concentrating on the other pre-landing checks and on flying the aircraft he inadvertently left the park brake on. On touchdown the aircraft pulled to the left pitched forward onto the nose and came to rest inverted.