

**Aviation Safety Investigation Report
198900806**

Piper PA18-150 Super Cub

26 April 1989

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

This accident was not the subject of an on site investigation.

Occurrence Number: 198900806 **Occurrence Type:** Accident
Location: Victoria River Downs Station NT
Date: 26 April 1989 **Time:** 1630
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	2

Aircraft Details: Piper PA18-150 Super Cub
Registration: VH-PQE
Serial Number: 18-6473
Operation Type: Private
Damage Level: Substantial
Departure Point: Victoria River Downs
Station NT
Departure Time: 1545
Destination: Victoria River Downs
Station NT

Approved for Release: 16 June 1989

Circumstances:

At the conclusion of a local flight the pilot carried out a practice touch and go landing, and then positioned the aircraft for a full stop landing. Wind conditions at the time were light. Shortly after touchdown the aircraft commenced to veer to the right. The pilot was unable to stop the swing, and elected to go around. However, the aircraft was no longer aligned with the strip and during the attempted go-around the aircraft struck an embankment and a small tree. The pilot closed the throttle and the aircraft came to rest about 100 metres to the right of the strip.

Significant Factors:

The following factor was considered relevant to the development of the accident For reasons which were not determined, the pilot was unable to maintain directional control during landing.