

**Aviation Safety Investigation Report  
198600687**

**De Havilland DH 82A**

**30 January 1986**

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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).**

**Occurrence Number:** 198600687                      **Occurrence Type:** Accident  
**Location:** Bond Springs (22 km North Alice Springs NT)  
**Date:** 30 January 1986                      **Time:** N/A  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** De Havilland DH 82A  
**Registration:** VH-BDX  
**Serial Number:**  
**Operation Type:** Private (Travel)  
**Damage Level:** Substantial  
**Departure Point:** Bond Springs NT  
**Departure Time:** N/A  
**Destination:** Alice Springs NT

**Approved for Release:** September 22nd 1986

**Circumstances:**

Analysis of a video recording taken of the take-off run by the occupant of the front seat, indicated that the aircraft became airborne after a ground roll of about 18 seconds. The aircraft then continued in the direction of takeoff for a further 11 seconds at what appeared to be near to takeoff speed. The aircraft did not climb away. It was not clear from the recording whether or not the aircraft was airborne throughout the 11 seconds. At the end of this time however, the aircraft was on the ground and it then veered sharply to the right. At the time the prevailing wind was a left quartering crosswind. The pilot was unable to regain directional control and the aircraft ran off the side of the strip and struck an embankment before coming to rest inverted. No defect was found with the engine or flight controls and the aircraft weight and centre of gravity were within the required limits. The aircraft had been fitted with a braking system and had recorded 27 hours in service since the modification. An examination of the brake shoes revealed an excessive rate of wear to the left brake shoes, and a cable within the braking system was found to be incorrectly adjusted. However, whether these defects contributed to the development of the accident could not be established. The reason for the loss of directional control was not determined.