

ATSB Water accidents since 1969. Cessna 180 and 185 Types.

type of accide	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
h2o coll	Accident	Substantial	0		A185F	Charter	<i>"The pilot reported that while taxiing slowly around the harbour to warm the engine prior to loading passengers, the aircraft collided with a pile due to an unexpected wind gust."</i>

type of accide	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
h2o gnd	Accident	Substantial	0		185	Charter	<i>NOSEWHEEL ON PORT FLOAT BROKE OFF DUE FAULTY BOLT AND RIGHT FLOAT TORN OFF IN ENSUING SWING</i>

type of accide	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
h2oldg	Accident	Substantial	0		A185F	Private	<i>WHEELS EXTENDED DURING LANDING ON WATER.ACFT DECELERATED RAPIDLY AND OVERTURNED.</i>
h2oldg	Accident	Substantial	0		A185E	Business	<i>ACFT LDD WHEELS DOWN IN 3 FT OF WATER-NOSED OVER ONTO BANK AND SANK.PLT FATIGUED.</i>

ldg=landing, main=maintenance related, to=take-off, fl=in flight, planning=just that, coll=collision, the rest is self explanatory.

h2oldg	Accident	Substantial	0		A185F	Charter	<i>"The amphibian aircraft landed on relatively smooth water in a lagoon. As soon as the floats touched the water the aircraft slewed to the left, nosed into the water, and turned over. The aircraft came to rest upside down in about three feet of water. The occupants evacuated the aircraft within half a minute and the pilot activated a marine EPIR. The first helicopter arrived at 0940. Visual inspection of the aircraft after the crash revealed that the left main gear appeared to be down. The pilot is adamant that he had the correct gear-up indications before landing. A post flight inspection has not revealed any reason for the extended right main gear. "</i>
h2oldg	Accident	Substantial	0		180B	Private	<i>ON T-DOWN ACFT HIT CREST OF WAVE AND BOUNCED THRU THROUGH OF NEXT WAVE HEAVILY-DIDNT APPLY PWR.</i>
h2oldg	Accident	Destroyed	1	1700	A185F	Business	<i>ABOUT 12 MINS AFTER TKOF PLT REPORTED ENG PROBLEMS & SUBSEQUENT TOTAL PWR FLR.PLT WAS COMMITTED TO AFORCED LDG.SEA SWELL WAS HIGH & THE ACFT CARTWHEELED ON LANDING.</i>

type of accide	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
h2oto	Accident	Substantial	0		185	Private	<i>DURING TURN INTO WIND FOR TKOF STBD FLOAT SUBMERGED-ACFT ROLLED TO THE RGT-SANK IN 80FT OF WATER</i>

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h2oto

Accident

Substantial

0

A185F

Charter

"The pilot of the Cessna 185 Floatplane, with 5 passengers on board, was making a water departure for a charter flight. The pilot positioned the floatplane for a takeoff into a north easterly wind of 15 kts, gusting to over 20 kts. The takeoff path was over a sand spit, approximately 50 ft above the water level. To the north and left of the takeoff path was a steep, rocky headland that rose to a height of approximately 300 ft AMSL. The pilot reported that he had selected 20 degrees of flap and applied maximum power for takeoff. The aircraft became airborne after a short run and the pilot climbed it at an indicated airspeed (IAS) of 70 kts. At about 200 ft, the pilot reduced engine power to 25 inches of manifold pressure and 2,500 RPM. The pilot reported that just after he reduced power, the aircraft encountered turbulence and started to descend rapidly. He turned the aircraft left, away from the spit, with the intention of regaining altitude over the water before he attempted to cross the spit. However, the aircraft continued to descend and the pilot decided to land straight ahead. The aircraft contacted the water and bounced then ran aground on the beach and overturned. The pilot reported that he exited through a window and instructed the passengers to evacuate quickly, as there was a possibility of fire. The passengers reported that they were entangled in their seat belts and had difficulty releasing the buckles. A small child was being held by a passenger and another passenger was temporarily restrained by clothing that became caught on the right control yoke. A full report is available on the ATSB website, www.atsb.gov.au, or from the Bureau on request."

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h2oto	Accident	Substantial	0	A185F	Charter	<i>"At 1735 eastern summer time on 20 January 2005, a Cessna Aircraft Company A185F floatplane, registered VH-SBH, with one pilot and three passengers on board was taking off on a water departure for a charter flight from Rose Bay Authorised Landing Area (ALA) to Palm Beach, NSW. Shortly after becoming airborne, the aircraft rolled 45 degrees to the left causing the left wing to strike the water. The aircraft became inverted and was substantially damaged. The four occupants escaped with minor injuries.</i>
h2oto	Accident	Substantial	0	A185E	Charter	<i>"The Australia Transport Safety Bureau did not conduct an on-scene investigation into this accident. The report presented below was prepared principally from information supplied to the Bureau.</i>
h2oto	Accident	Substantial	0	180D	Charter	<i>PLT ATTEMPTED TKOF WITH CROSSWIND WELL IN EXCESS OF THE PUBLISHED ACFT MAXIMUM.SURFACE CONDITIONS WERE ROUGH.GUSTING XWIND LIFTED LEFT WING & RH FLOAT DUG IN OVERTURNING ACFT.</i>
h2oto	Accident	Substantial	0	A185F	Charter	<i>The operator advised that the aircraft hit a sandbar during the takeoff roll and flipped onto its back. The pilot and four passengers received minor injuries.</i>

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h2oto Accident Substantial 0 A185F Charter

"There were five persons on board the Cessna 185 floatplane when the pilot taxied for a charter flight from the wharf at Strahan, Tas. The pilot steered the aircraft out of the cove into more open water to position the aircraft for takeoff into the prevailing northerly wind. The pilot reported that the aircraft had travelled approximately 1 km, and was at the start of the planned takeoff run, when he assessed the water state as being marginal for the aircraft. He then began steering the floatplane back towards the wharf when a catamaran cruise boat, travelling in the opposite direction, passed on the left. Waves generated by the accelerating catamaran prompted the pilot to steer the floatplane left to cross the bow- wave head on. After negotiating the wake, the pilot resumed course to the wharf. The pilot then became concerned about the buoyancy of the right float. He increased power and applied left aileron and aft elevator, to counter the increasing list to the right, but the aircraft nosed over and came to rest inverted. The pilot and two passengers were able to evacuate quickly from the submerged cabin and were followed a short time later by another passenger. At that time, the pilot was diving for the remaining passenger, who eventually surfaced unaided. Three life jackets floating in the water nearby were retrieved by the pilot and were donned by passengers. The pilot and passengers were rescued a short time later by a nearby boat and another floatplane. A full report is available on the Australian Transport Safety Bureau website, www.atsb.gov.au or from the Bureau on request. "

h2oto Accident Substantial 0 A185F Charter

PLT SWUNG ACFT ON TKOF TO AVOID CRAYPOT FLOATS-STBD ELEVATOR STRUCK MOORED PONTOON-LANDED GN

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h2oto

Accident

Destroyed

5

A185E

Charter

"The aircraft departed Palm Beach at approximately 1309 EST, to convey four passengers to a riverside restaurant at Berowra Waters. This was the seventh flight for the day. At approximately 1325, the aircraft crashed into heavily timbered sloping terrain on the northern side of the ridge forming the southern shore of Calabash Bay. All five occupants received fatal injuries. "

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