

ATSB Private Category accidents since 1969.
Cessna 180 and 185 Types. Data ATSB,BASI, Aust C180/185 club.

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
alc	Accident	Substantial	2		A185F	Private	"W/O LOW LEVEL FLT TRAINING,PLT ON UNAUTHORISED LOW LEVEL FLT,MISJUDGED ALTITUDE OVER GLASSY WATER SURFACE & CRASHED WHILE FATIGUED & IMPAIRED BY ALCOHOL."
alc	Accident	Destroyed	2		180	Private	PLT AND PASSENGERS WERE REPORTED TO HAVE BEEN DRINKING HEAVILY DURING EVENING AND MORNING OF FLT

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
brake	Accident	Substantial	0		180	Private	RIGHT BRAKE INEFFECTIVE DUE EXCESSIVE WEAR AND PURE.
brake	Accident	Substantial	0		180A	Private	X-WIND 8 KTS.ACFT SWUNG TO LEFT IMMEDIATELY AFTER TOUCHDOWN.PLT HELD SWING UNTIL RT BRAKE FAILED

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
fl	Accident	Destroyed	1		180J	Private	RECORD ALT ATTEMPT-INTENSE OXYGEN-FED FIRE IN ACFT CABIN OCCURRED AND ACFT DISINTEGRATED-
fl	Accident	Destroyed	2		185A	Private	ACFT DISCENDED INTO DENSE BUSH IN STEEP BANK WHILE IN CIRA AT NGT- PROB LITTLE RECENT NGT EXPERIENC

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type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
fl main	Accident	Destroyed	2		180K	Private	WHILST OVERLOOKING THEIR SUNFLOWER CROP ACFT STALLED CRASHED IN A STEEP NOSEDOWN ATTITUDE.PLT HAD TAPED OVER AURAL STALL WARNING VANE MAKING IT TECHNICALLY UNSERVICEABLE.

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
gnd	Accident	Substantial	0		A185F	Private	ACFT JUMPED CHOCKS AND HIT DITCH AFTER HAND STARTING

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
ldg	Accident	Substantial	0		180A	Private	PLT WITH LOW HOURS ON TAILWHEEL ACFT LDD HEAVILY & ACFT BOUNCED.PLT FLD TO INITIATE GO-AROUND AND ACACFT VEERED RIGHT.PLT FLD TO PREVENT GROUND LOOP.AND GEAR COLLAPSED DUE SIDE LOADS.
ldg	Accident	Substantial	0		180A	Private	"During a session of practice circuits, the pilot had established the aircraft in the landing flare, when a gust of wind from the left caught the aircraft and lifted the left wing sharply. The aircraft landed heavily on the right landing gear leg. The aircraft sustained damage to the landing gear, wing tip and propeller."
ldg	Accident	Substantial	0		180B	Private	ACFT GND-LOOPED ON LDG IN X-WIND CDX-STB U-C TORN OUT

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ldg	Accident	Substantial	0	180C	Private	BECAUSE OF THE DIRECTION & SPEED CHANGED THE PLT LDD ACROSS THE STRIP ON A FALLOW AREA.AFTER LDG PLT ATTEMPTED TOO TURN TOO SHARP & RGT WHEEL BROKE THRU THE GRND SURFACE AND ACFT OVERTURNED.
ldg	Accident	Substantial	0	180C	Private	"PLT CARRIED OUT FAMILIARISATION CCT'S ON TYPE WITH OWNER BEFORE DEP FOR PLANNED DEST.ACFT TOUCHED DOWN & BOUNCED TWICE,THEN WEATHER-COCKED.PLT LDD WITH ALMOST MAX CROSSWIND COMPONENT FOR ACFT TYPE."
ldg	Accident	Substantial	0	180D	Private	PLT LACKED EXPERIENCE ON TAIL WHEEL EQUIPPED AIRCRAFT
ldg	Accident	Substantial	0	180D	Private	ACFT GROUND LOOPED DURING LATER STAGE OF LDG ROLL-STBD U-C FOLDED-WING AND TAIL STRUCK RWY.
ldg	Accident	Substantial	0	180A	Private	"TOUCHED DOWN WELL DOWN 500M WET,GRASSY STRIP.BRAKIINEFFECTIVE ON 5CM THICK RYE GRASS.GROUND LOOP ATTEMPTED UNSUCCESSFULLY AND ACFT SLID SIDEWAYS INTO FENCE."
ldg	Accident	Substantial	0	180D	Private	"The pilot was conducting a landing in a paddock to retrieve a glider from an out landing. During the landing roll the aircraft skipped slightly for approximately 15 metres then pitched forward, the propellor struck the ground and the aircraft came to rest inverted."
ldg	Accident	Substantial	0	180E	Private	"ALTHOUGH PLT HAD REASONABLE AMOUNT OF TAILWHEEL ACFT EXPERIENCE.HE LACKED CURRENCY IN THE CESSNA 180.IT WAS LIKELY ON FINAL LDG OF EXCERCISE HE HAD UNCONSCIOUSLY RELAXED HIS LEVEL OF CONCENTRATION."

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ldg	Accident	Substantial	0	180F	Private	"During the landing roll, a gust of wind raised the right wing, causing the left wing tip to strike the ground and the aircraft to cartwheel.The aircraft came to rest inverted, however the pilot and passengers were able to vacate the aircraft unaided. The pilot reported that the crosswind was 20 to 25 knots during the landing, with variations in strength being caused by local features."
ldg	Accident	Substantial	0	180G	Private	ACFT GROUND LOOPED LEFT-PLT CLAIMS RIGHT BRAKE FLD BUT ON LATER CHECK THESE OPERATED SATISFACTORLY
ldg	Accident	Substantial	0	180G	Private	"AFTER MAKING 3 POINT LDG IN VARIABLE WIND CONDITIONS,TO 6 KTS,PLT FLD TO USE FIRM BRAKING TO CORRECT INITIAL TENDENCY TO SWING.ACFT TURNED THRU 180 DEGREES TO STOP.PROBABLE SLOW REACTION BY PLT."
ldg	Accident	Substantial	0	180H	Private	ACFT VEERED LEFT-STRB WING TIP STRUCK GRND-STRB U-C COLLAPSED.LOOSE SHIMS CONTRIBUTED TO COLLAPSE.
ldg	Accident	Substantial	0	180H	Private	"The pilot reported that after touching down on runway 29 in conditions of a light crosswind from the left, the aircraft veered to the left. Despite full corrective flight control inputs and heavy application of the right brake, the aircraft left the runway. At the edge of the runway strip, the tail and the nose contacted the ground causing the aircraft to somersault. It then came to rest inverted. Both occupants exited uninjured.
ldg	Accident	Substantial	0	180D	Private	ACFT GROUND LOOPED RIGHT IN GUSTY CROSSWIND CONDITIONS-ACFT LATER FLOWN TO AF IN DAMAGED STATE

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ldg	Accident	Substantial	0	180	Private	"HEADWIND SHIFTED TO TAILWIND AS ACFT TOUCHED DOWN, TAIL OF ACFT LIFTED, PLT SLOW TO REACT POSS DUE LOW HRS ON TYPE & FATIGUE. ACFT INVERTED. LONGITUDINAL INSTABILITY INHERANT IN TAILWHEEL ACFT ON GRN-RUN."
ldg	Accident	Substantial	0	180	Private	ACFT OVERRAN STRIP AND STRUCK FENCE. INADEQUATE TKOF LENGTH FOR EXISTING CONDITIONS.
ldg	Accident	Substantial	0	180	Private	A-C GROUND LOOPED ON LANDING DUE BRAKES U-S-PADS ABRADED BY CORRODED DISC-PISTONS OUT OF HOUSING
ldg	Accident	Substantial	0	180	Private	ACFT BOUNCED TWICE-APPLIED PWR TO CORRECT ATTITUDE-LOST DIRECTIONAL CONTROL-STBD U-C COLLAPSED
ldg	Accident	Substantial	0	180	Private	A-C G-LOOPED ON LDG CAUSING STBD MLG LEG TO COLLAPSE
ldg	Accident	Substantial	0	180	Private	ON LNDG ROLL A/C STARTED TO VEER TO PORT-RAN OFF STRIP PT MGL TRN OFF-BRAKES WERE NOT USED
ldg	Accident	Substantial	0	180	Private	PLT LANDING GUSTY LEFT CROSSWIND AROUND MAXIMUM FOR ACFT TYPE-ACFT SWUNG LEFT ON LDG-WING HIT GROUND
ldg	Accident	Substantial	0	180	Private	"PLT FLD TO MAINTAIN DIRECTIONAL CONTROL ON LDG RUN DUE TO MECHANICAL TURBULENCE. NEAR MAX X-WIND & GUSTY WIND. PORT U/C LEG STRUCK WINDROW AT RH SIDE OF STRIP & DETACHED. STRIP WIDTH BELOW MINIMUM ALA."
ldg	Accident	Substantial	0	180A	Private	CATTLE ON ONE-WAY AG STRIP. PLT MADE FULL FLAP GO-AROUND. STRUCK TREES ON RISING GROUND AND CRASHED.

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ldg	Accident	Substantial	0	180	Private	"ACFT ABOVE MTOW/MLW.HIGH DENSITY ALT.LINE SQUALL APPROACHING.PLT FLD TO INITIATE GO AROUND DUE APPREHENSION ABOUT ACFT CLMB PERFORMANCE.LDD IN X/WIND OF 35 KTS.ACFT GROUND LOOPED.PORT U/C LEG FLD."
ldg	Accident	Substantial	0	180A	Private	C OF G BEYOND FOWARD LIMIT- PITCHED NOSE DOWN AND ROLLED OVER ONTO BACK ON LDG ROLL- BRAKES APPLIED
ldg	Accident	Substantial	0	180	Private	"PLT UNDERESTIMATED CONDITIONS RELATIVE TO ACFT CROSSWIND LIMITATIONS.ACCEPTED WRONG RWY,RELAXED CONCENTRATION TOO EARLY IN LATTER PART OF LANDING."
ldg	Accident	Substantial	0	180	Private	"A strong cross-wind on landing caused the aircraft to ground-loop. The propeller, right undercarriage, and the left wing sustained damage.
ldg	Accident	Substantial	0	180A	Private	WHILST LDNG IN FAILING LIGHT PLT DIDNT SEE TELEPHONE POLE ON EDGE OF FIELD UNTIL TOO LATE.
ldg	Accident	Substantial	0	180A	Private	SWING DEVELOPED IN LDG RUN WHEN BRAKES INOPERATIVE DUE HYDRAULIC LEAK
ldg	Accident	Substantial	0	180A	Private	ACFT OVERTURNED IN SOFT AREA AT END OF LDG RUN ON SANDY GRND
ldg	Accident	Substantial	0	180G	Private	PLT ASSUMED FUEL SUFFICIENT FOR FLT-ENG FLD CIRA AREA-FORCED TO LD ON X-WIND RWY.AFTER LDG SUDDEN WIND GUST CAUSED ACFT TO WEATHERCOCK-TAILWHEEL STEERING INEFFECTIVE-GROUND LOOPED.NIL USABLE FUEL.
ldg	Accident	Substantial	0	180A	Private	ENDORSEMENT TRNG.PLT INEXPERIENCED ON T-W ACFT.TOUCHDOWN NML ON MLG

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ldg	Accident	Substantial	0		180	Private	"AFTER LOWERING TAIL DURING LDG ROLL ACFT BEGAN TO VEEER RIGHT-CORRECTION APPLIED WITH NIL EFFECT-LH WING/TAILPLANE CONTACTED GROUND.TAILWHEEL STEERING ARM ASSY WORN,AND SPRING BROKEN."
ldg	Accident	Substantial	0		A185F	Private	PLT WAS NOT FAMILIAR WITH ACFT TYPE.ACFT LDD IN GUSTY CONDITIONS.THE PT WING LIFTED & THE RIGHT WINGTIP STRUCK THE GROUND.THE ACFT STOOD ON ITS NOSE & THE ACFT FELL BACK HEAVILY ONTO THE TAILWHEEL.
ldg	Accident	Substantial	0		180K	Private	"During a practice touch and go landing, the pilot lost directional control of the aircraft and a ground loop ensued."
ldg	Accident	Substantial	0		180K	Private	It was reported that the pilot lost directional control of the aircraft during the landing in gusty winds. The aircraft yawed to the left and the wings made contact with the ground.
ldg	Accident	Substantial	0	300	A185E	Private	PLT SAW WORN STATE OF BRAKE PADS DURING PREFLT.ON 3RD LDG BRAKES FLD & ACFT GRN LOOPED.PADS HAD WORN FROM BACKING PLATE.PISTON ALLOWED TO MOVE FWD & FLUID LOST.PITTED DISKS ACCELERATED PAD WEAR.
ldg	Accident	Substantial	0		185A	Private	"The aircraft was conducting a straight-in approach on runway 36. When the pilot contacted the tower he requested the wind and was informed that it was 090 at 6 kt, with occasional gusts to 10 kt. After landing the aircraft was seen to slow before it veered right and the left wing tip struck the ground. Damage was also incurred by the elevator and left main gear. Although left brake was applied to stop the swing, the left brake pedal bled rapidly to full travel, causing the pilot to lose braking on the left side. The pilot in command was an instructor and was flying the aircraft from the right seat."

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ldg	Accident	Substantial	0	60	185A	Private	"WIND HAD CHANGED,PLT DIDN'T WANT TO BE 1ST TO CHANGE TO MORE APPROPRIATE RWY.LDD IN NEAR MAX XWIND & WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL.GROUNDLOOP WORSENERD TILL STBD GEAR COLLAPSED."
ldg	Accident	Substantial	0		185	Private	The aircraft overturned during landing. Witnesses reported the aircraft had landed with the park brake engaged. The pilot was conducting parachute dropping exercises and was landing at the completion of the fourth flight of the day.
ldg	Accident	Substantial	0		180J	Private	PLT INEXP ON TAILWHEEL ACFT-X-WIND 12KT IS ACFT MAX.ON LDG SWUNG WINGTIP STRUCK GRND
ldg	Accident	Substantial	0		180K	Private	"STUDENT APPREHENSIVE ON TAILWHEEL ACFT,PREVIOUS LDG PROBLEMS.DURING ROLL VEERED RIGHT,STUDENT OVER-CORRECTED WITH RUDDER & THROTTLE,SHARP SWING LEFT.WINGTIP STRUCK GRD AS INSTRUCTOR REGAINING CONTROL."
ldg	Accident	Substantial	0	2	180K	Private	"NEW OWNER,NO EXPERIENCE ON TYPE.SELLER GAVE 2 HRS DUAL TRAINING.OWNER APPREHENSIVE,REQ FURTHER TRAINING.ON LDG IN X-WIND GUSTING TO 24 KNOTS PLT FLD TO MAINTAIN DIR CONTROL,DRAGGED WINGTIP & GRNLOOP."
ldg	Accident	Substantial	0		A185F	Private	INADEQUATE MAINTENANCE DURING FITMENT OF LEG ATTACH BOLT CAUSED COLLAPSE OF RIGHT MAIN GEAR DURING LATTER PART OF LANDING ROLL.RIGHT MAINGEAR HAD BECOME DETACHED DUE PARTIAL SHEAR OF LEG ATTACH BOLT.

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ldg	Accident	Substantial	0	1200	180J	Private	"DIRECTIONAL LOST.ACFT CAME TO REST IN A PEAT BOG.CO-PLT'S RUDDER PEDALS FOUND IN STOWED POSN WHICH DISCONNECTS THEM FROM RUDDER CONTROL SYS.CO-PLT NOT BRIEFED ON RUDDER PEDAL STOW SYS."
ldg	Accident	Substantial	0		A185F	Private	TASK WAS TAIL WHEEL ENDORSEMENT.INSTRUCTOR COULD NOT OBTAIN FULL REACH FOR RUDDER PEDALS-OTHER PLT TO CONTROL DIRECTION ON GND-OMITTED TO DO SO.A/C RAN OFF L SIDE OF STRIP-RIGHT MAIN U/C LEG COLLAPSED
ldg	Accident	Substantial	0		A185F	Private	"ACFT DEVELOPED HIGH SINK RATE ON APP.PLT APPLIED XTRA PWR SLOWING DESCENT BUT ACFT STILL BOUNCED.DURING LDG ROLL,RMLG LEG COLLAPSED.MLG ATTACHMENT TO KEEL FRAME SHIMS MISSING,BOLT FLD DUE SHEAR LOAD."
ldg	Accident	Substantial	0		180G	Private	PLT REPORTS ENG FLD TO RESPOND DURING LOW PASS OVER BEACH. LNDED AND ACFT OVERTURNED. NO VSB
ldg	Accident	Substantial	0		A185F	Private	The aircraft encountered a wind gust during the crosswind landing causing the aircraft to yaw left. The pilot attempted to correct the swing by applying power but the wind lifted the left wing and rolled the aircraft on to its back.

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ldg	Accident	Substantial	0	A185F	Private	"The pilot reported experiencing excessive glare while on short final and this distraction caused the pilot to neglect to lower the third stage of flap. The aircraft subsequently flared at a higher speed than anticipated by the pilot. On landing the aircraft veered right and ground looped causing substantial damage to the left wing, aileron, tailplane and elevator, as well as minor damage to the left outer wheel rim. The pilot initially reported that failure of the left brake may have been a contributing factor to the accident as the landing occurred in crosswind conditions. "
ldg	Accident	Destroyed	1	185C	Private	180 DEG TURN AFTER LDG,WENT OFF SIDE OF STRIP,APPARENTLY TRIED TKOF.HIT VEHICLES OTHER SIDE OF STRIP
ldg	Accident	Destroyed	0	180G	Private	The pilot advised right brake failed during landing roll. The aircraft ground looped to the left causing right landing gear to separate. Fuel lines were torn out when the gear separated. The aircraft caught fire when it came to a halt and was burnt out.
ldg	Accident	Destroyed	0	185A	Private	"CLD ACROSS TR.MADE APP FOR PADDOCK WITH TAILWIND.ACFT BOUNCED IN A NOSE HIGH ATTITUDE ON LDG.PWR WAS APPLIED,VEERED TO LEFT IN SEMI-STALLED CONDITION.PLT CLOSED THROTTLES.HIT GRD,NOSE & L/H WING DOWN."
ldg	Accident	Destroyed	0	180A	Private	DURING GO-AROUND FROM BOUNCED LDG PLT ALLOWED PT WING TO DROP.PLT COULDNT CORRECT-WING STRUCK POST
ldg	Accident	Destroyed	0	180	Private	ON LATE FINAL APPROACH TURBULENCE ROLLED ACFT AND WING HIT GROUND ACFT THEN SWUNG OFF STRIP

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ldg	Accident	Destroyed	2		185A	Private	"ACFT WAS OBSERVED TO BOUNCE ON TOUCHDOWN,PLT APPLIED PWR & ACFT THEN STALLED IN VERY NOSE-HIGH ATTITUDE.FIRE BROKE OUT ON IMPACT WHICH PREVENTED A FULL EXAMINATION OF WRECKAGE.CAUSE UNDETERMINED."
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type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
ldg coll	Accident	Minor	0		180K	Private	"A Cessna 180 was taxiing from the northern run-up bay to the runway 29R holding point. As the aircraft was turning left onto taxiway K5 the pilot saw a Piper Seneca to his right, in close proximity, taxiing along K5. The pilot of the Cessna braked sharply, however the nose of the aircraft pitched down, resulting in the propeller of the Cessna striking the left tailplane of the Seneca."

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
ldg main	Accident	Substantial	0		A185E	Private	COMPLETE ENG FLR AT 200 FT AFTER TKOF.PROBABLE FUEL STARVATION DUE TO UNCOVERING OF TANK OUTLET.ACFT FLD TO REACH INTENDED PADDOCK AFTER TURNING INTO WIND.ACFT STRUCK FENCE AND ROADSIDE EMBANKMENT.
ldg main	Accident	Substantial	0		180K	Private	The aircraft lost engine power on approach to Riddell aerodrome. The pilot force-landed the aircraft in a nearby paddock and collided with some sheep during the landing roll. The aircraft sustained substantial damage. The pilot and passenger were uninjured. The reason for the engine failure has not yet been established.

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ldg main	Accident	Substantial	0		A185E	Private	LMLG COLLAPSED DURING LDG ROLL DUE NUT MISSING FROM LMLG ATTACH BOLT.POSSIBLE INADEQUATE MAINTENANCE AND INSPECTION ALLOWED LOOSE NUT TO BE OVERLOOKED.
ldg main	Accident	Substantial	0		180D	Private	"ACCIDENT OCCURRED 12 HRS AFTER 100 HRLY.PLT DOING CCTS TO FAMILIARISE HIMSELF WITH RECENTLY ACQUIRED ACFT.DURING LDG ROLL,TAILWHEEL STEERING FLD DUE EXCESSIVE WEAR CAUSED BY INCORRECT INSTALLATION."

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
ldg planning	Accident	Destroyed	0		185A	Private	INSUFICIENT DAYLGT FOR FLT-PREC LDG-U-C TORN OFF-O-TURNED-CARGO NOT RESTRAINED

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
ldg xwind	Accident	Substantial	0		180	Private	"PLT HAD ONLY FLOWN TAILWHEEL ACFT IN CALM CONDITIONS.ATTEMPTED LDG WITH CROSSWIND GUSTING TO 14KT.ON LDG ROLL ACFT TILTED FORWARD & CAME TO REST ON STBD WING-TIP,STBD MLG & PROP SPINNER."
ldg xwind	Accident	Substantial	0		180	Private	"PLT LOW TIME ON TYPE,ATTEMPTED LDG WITH CROSS-WIND COMPONENT & HELI LDG NEAR-BY.DURING SECOND TOUCHDOWN ACFT WEATHER-COCKED & STBD WING STRUCK THE GRN.PLT FLD TO APPLY ENG POWER TO REGAIN CONTROL."
ldg xwind	Accident	Substantial	0		180	Private	PLT INEXPERIENCED ON T-W ACFT.X-WIND 10 KT.FLD TO CORRECT SWING

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ldg xwind	Accident	Substantial	0		180D	Private	TYPE ENDORSED 2 DAYS EARLIER.T & GO'S WITH LEFT XWIND UP TO 10K.ON FINAL APCH TURBULENCE INCREASED ON FINAL & GUSTS FROM RGT.AFTER LDG LEFT XWIND CAUSED A/C TO SWING RGT.LT WHEEL HIT ROCK & SEPARATED.
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type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
main	Accident	Substantial	0		A185F	Private	ENG LAST PWR AT 150FT ALT-FORCED TO LAND OFF STRIP ON TIDAL MUD FLATS-ENG RAN OK AFTER ACCIDENT
main	Accident	Substantial	0		180K	Private	THE PILOT REPORTED MAKING A FORCED LANDING IN A PADDOCK FOLLOWING A LOSS OF ENGINE POWER RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.
main	Accident	Substantial	0		185A	Private	BKN TAIL WHEEL LIMIT SPRING NOT READILY DETECTABLE VISUALLY.PLT DEPRIVED RT STEERING
main	Accident	Substantial	0		180G	Private	"NO 4 BIG END BEARING FLD,EXTENSIVE INTERNAL ENG DAMAGE & PWR LOSS.ENG OIL COVERED WINDSCREEN,DIFFICULT JUDGE ATTITUDE & SPEED.LDD ON A DWNSLOPE RUN THROUGH CROP & OVERTURNED DUE SHALLOW DITCH."
main	Accident	Substantial	0		180D	Private	TAILWHEEL OP REVERSE SENSE-DIRECT LOST-REGAINED HDG OFF STRIP-TAILPLANE HIT TREE-RELDD U-C COLPSD
main	Accident	Destroyed	0		180J	Private	PLT KNEW OF DEFECTIVE FUEL CAP.FLD TO NOTE HIGH RATE OF FUEL LOSS ON GAUGE UNTIL TOO LATE TO REACH NEARBY STRIP.FUEL EXHAUSTION DUE FUEL VENTING FROM FAULTY CAP.PLT FORCED TO LAND ON UNSUITABLE AREA.

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type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
planning	Accident	Substantial	0		180J	Private	"OPERATIONS MANAGER TOLD SOMEONE TO FILL FUEL TANKS,NOT DONE,OPS MANAGER TOLD PLT TANKS FULL,PLT DIDN'T CHECK.ENG FLD AT 4500FT,RESTORED SHORT TIME,THEN STOPPED COMPLETELY.FORCE LDD ROUGH TERRAIN."
planning	Accident	Substantial	0		180H	Private	FRIENDS IN BURNING ACFT WRECKAGE AND PLT LANDED ON ADJACENT STRIP EMOTIONS AFFECTED JUDGEMENT
planning	Accident	Substantial	0		A185F	Private	ENG FLD ENROUTE BARRENJOEY-BANKSTOWN..PLT FLD TO TAKE NECESSARY ACTION TO ENSURE ENG RE-START.PORT TANK HAD 14-16 GALLS FUEL REMAINING.ACFT CRASHED INTO HEAVILY TIMBERED AREA DURING FORCED LDG.
planning	Accident	Substantial	0		180	Private	"Due to poor weather in the area of the intended track, the pilot decided to fly his aircraft down the Macleay River to Kempsey, however, the weather deteriorated rapidly. He chose to carry out a precautionary search and landing in a paddock at Temagog, landing in a southerly direction on a downslope. The brakes were ineffective and the aircraft continued on into a creek. The pilot escaped without injury, however, the aircraft sustained substantial damage."

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
seat	Accident	Substantial	0		180D	Private	INCORRECTLY FITTED SEAT BY UNAUTHORISED PERSON-SLID BACK ON T-O PLT LOST DIR CONT ACFT GRD LOOPED

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seat	Accident	Substantial	0		180K	Private	The aircraft crashed on take-off after the pilots seat became unlatched and slid backwards. All three occupants escaped without injury.
seat	Accident	Substantial	0		180B	Private	PLTS SEAT MOVED REARWARD.SEAT STOPS NOT FITTED AS REQ,PLT COULD NOT REACH RUDDER-GROUND LOOPED.
seat	Accident	Substantial	0		180C	Private	DURING TKOF RUN PLT'S SEAT SLID TO REAR STOP-PLT CLOSED THROTTLE-UNABLE TO RETAIN DIRECTIONAL CONTROL-ACFT SWUNG LEFT-RH WHEEL DUG IN-ACFT TIPPED OVER
seat	Accident	Destroyed	0		180D	Private	"SOME 180 M INTO TKOF RUN PLT'S SEAT BACK FLD WHICH CAUSED HIM TO FELL BACKWARDS,LOSING CONTROL OF ACFT.STBD MLG COLLAPSED DURING THE SUBSEQUENT GRN LOOP.PRE-EXISTING FATIGUE CRACK FOUND IN LEFT SEAT."

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
to	Accident	Substantial	0		180K	Private	"DURING TKOF ACFT WEATHERCOCKED.AS ACFT LEFT RWY LEFT HORIZONTAL STABILIZER STRUCK BUSH.CONTINUED & LDD SAFELY AT WHIM CREEK."
to	Accident	Substantial	0		185A	Private	RUNWAY INTO WIND AVAILABLE BUT PLT CHOSE X-W TKOF AND OVERCONTROLLED SWING
to	Accident	Substantial	0		185A	Private	"ACFT FLD CLIMB OUT AFTER TKOF.SANK FROM APPROX 100'.LDD ON SAND DUNES,FLOATS DUG IN & ACFT OVERTURNED.PLT SELECTED UNSUITABLE AREA FOR TKOF (INADEQUATE LENGTH,LOSS HEADWIND,UNABLE TO MAINTAIN AIRSPEED"

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to	Accident	Substantial	0	180H	Private	TKOF FROM TWY WHICH WAS NOT OF REQD LENGHT-TURNED TO MISS TRESS WINGTIP STRUCK FENCE-LDD PADDOCK
to	Accident	Substantial	0	180	Private	PLT OPENED THROTTLE TO FAST-ACFT SWUNG LEFT THEN RIGHT-GRD LOOPED-PORT U-C COLLAPSED
to	Accident	Substantial	0	180	Private	PLTS IMPROPER TECHNIQUE IN X-WIND T-O RESULTED IN STB WING STRIKING GRD AND GRD LOOPING TO PORT
to	Accident	Substantial	0	A185F	Private	"PLT IN LEFT HAND CONDUCTED THE TKOF,PAX PLT IN RGT HAND SEAT WAS MOMITORING THE TKOF.ACFT FLD TO ACCELERATE NORMALLY & PLT RH SEAT ABORTED TKOF & ACFT OVERTURNED.PLT LH SEAT APPLIED BRAKES ON THE TKOF"
to	Accident	Substantial	0	180E	Private	AIRCRAFT HIT SHEEP ON TAKE OFF RUN.
to	Accident	Substantial	0	180B	Private	PLT ALLOWED TAIL TO RISE TOO EARLY IN TKOF RUN AND WAS UNABLE TO CONTROL SWERVE
to	Accident	Substantial	0	185A	Private	"The pilot reported that the wind was from the left rear quarter during the attempted takeoff in the tailwheel aircraft. Shortly after the takeoff roll started, the wind caused the aircraft to yaw to the left. The pilot overcorrected and the aircraft turned more than 30 degrees to the right of the centreline of the strip. Realising that recovery was impossible, the pilot closed the throttle and applied the brakes; however, before the aircraft stopped moving, it collided with a ditch, causing the landing gear to collapse."
to	Accident	Substantial	0	185A	Private	DUR TKOF IN GUSTING X-WIND ACFT STARTED TO SWING.PLT ABORTED TKOF-ACFT GRND LOOPED-OVERTURNED.

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to	Accident	Destroyed	3		185A	Private	"T/O ATTEMPTED FROM CURVED ROAD, ACFT LDG GEAR STRUCK ROCKS AFTER LIFT-OFF, THEN DESCENDED STEEPLY INTO OPEN-CUT, HEAVILY IMPACTED WIDE LEDGE 200' BELOW, WINGS LEVEL. PLT NAV PROBLEMS PREVIOUS DAYS' FLTS."
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type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
to xwind	Accident	Substantial	0		180J	Private	"The aircraft crashed off the left side of runway 12 during takeoff. There were no witnesses. The pilot later said that the aircraft was subjected to a strong gust of wind from the left just after lift off. While recovering from the effects of this gust, another struck the aircraft from the same direction. The left wing then dropped and the pilot was unable to regain sufficient control to prevent the left wing striking the ground. The aircraft then cartwheeled onto its nose and right wing before coming to rest upright. No ELT was fitted to the aircraft. All four persons onboard sustained minor injuries in the accident."

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
wire	Accident	Substantial	0		180B	Private	ACFT STRUCK PWR LINES ON FINAL- CRASHED AND FLIPPED OVER- INADEQUATE SURVEY OF LDG AREA

type of accident	Occurrence Type	Damage	Total Fatalities	Hours on type	Model	Statistical Grouping	Summary
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wx main pla

Accident

Destroyed

0

180G

Private

"AIRFRAME COVERED WITH
ICE,RUDDER & ELEVATORS FOULED
DUE INCORRECTLY RIGGED,FULL
ELEVATOR TRAVEL
NOTOBTAINABLE.NO CHECK OF ICE
AFTER LATE PAX ARRIVED.A/C
STALLED DUE LOSS OF AREOFOIL
SHAPE DUE ICING. "

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Wednesday, 8 March 2006

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