

**Aviation Safety Investigation Report
199003105**

Cessna 172-M Floatplane

4 October 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.

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.

Occurrence Number: 199003105 **Occurrence Type:** Accident

Location: Tweed Heads NSW

Date: 4 October 1990 **Time:** 1515

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Cessna 172-M Floatplane

Registration: VH-TUV

Serial Number: 17263691

Operation Type: Charter

Damage Level: Substantial

Departure Point: Tweed River NSW

Departure Time: 1515

Destination: Tweed River NSW

Approved for Release: 30th January 1991

Circumstances:

The pilot stated that after becoming airborne he lowered the nose of the aircraft to gain airspeed, but the aircraft sank back onto the water, then veered to the left. The pilot closed the throttle and attempted to steer the aircraft away from the river bank. The floats struck a rock retaining wall and the aircraft nosed over. The takeoff attempt was towards the lee of trees near the riverbank. The local wind conditions produced approximately five knots of crosswind component from the right. The aircraft may have encountered a sudden decrease in headwind component during the takeoff causing it to sink back onto the water. Loss of directional control may have occurred because the aircraft was not correctly aligned at touchdown. FACTORS 1. The aircraft sank back onto the water after becoming airborne possibly due to an unexpected wind gust. 2. The pilot was unable to maintain directional control after the aircraft touched the water.