

**Aviation Safety Investigation Report  
198903848**

**Wheeler Scout Floatplane**

**8 October 1989**

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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:** 198903848  
**Location:** Tinaroo Dam QLD  
**Date:** 8 October 1989  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Wheeler Scout Floatplane  
**Registration:** N/A  
**Serial Number:** RX680  
**Operation Type:** Sport Aviation  
**Damage Level:** Substantial  
**Departure Point:** Tinaroo Dam QLD  
**Departure Time:** N/A  
**Destination:** Tinaroo Dam QLD

**Approved for Release:** 30th November 1989

#### **Circumstances:**

The pilot had initiated a climb from a baulked landing. On application of the power he found that the engine was not responding correctly. He elected to turn towards the takeoff area in order to reduce the distance of the aircraft from shore. During the turn the aircraft stalled and side-slipped into the water from about 100 feet above the surface. Examination of the engine disclosed a binding throttle cable which prevented the throttle slide from opening fully when full power was demanded.

#### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. Excessive friction in throttle cable.
2. The pilot was unable to obtain full engine power.
3. The pilot allowed airspeed to decay during the turn with reduced power.