Aviation Safety Investigation Report 199002029

De Havilland DHC2-FP

18 November 1990

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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.

Occurrence Number: 199002029 **Occurrence Type:** Accident
Location: Palm Beach NSW
Date: 18 November 1990 **Time:** 1545
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	8
Total	**0**	**0**	**0**	**9**

Aircraft Details: De Havilland DHC2-FP
Registration: VH-AQA
Serial Number: 1467
Operation Type: Regular Public Transport
Damage Level: Substantial
Departure Point: Palm Beach NSW
Departure Time: N/A
Destination: Rose Bay NSW

Approved for Release: 18th September 1991

Circumstances:

The floatplane was taking off towards the south into a wind reported as south east to south gusting to 30 kt. Water conditions were described as choppy. After a run of about 300 m, just prior to the aircraft becoming airborne, the pilot reported hearing a loud bang. The aircraft immediately commenced a sharp left turn, followed by several rocking oscillations. The pilot shut down the engine after which the aircraft slowed and stopped in a left wing low attitude with the wingtip in the water. The front landing wire attachment bracket on the left float and the aft landing wire attachment bracket at the top of the rear right strut had both failed at their respective bolt holes. Metallurgical examination found that both brackets were extensively corroded, with the bracket cross sections being reduced by about 30 percent in both cases. It was considered that the reduced cross sectional area was insufficient to sustain normal applied loads. It appeared that the front left float bracket failed first, followed by the rear right strut bracket, resulting in pivotal movement of the left float.

Significant Factors:

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

1. Inadequate inspection.

2. Extensive corrosion of landing wire attachment brackets.

3. The weakened brackets failed under the operating conditions prevailing.