

**Aviation Safety Investigation Report
199802029**

**Cessna Aircraft Company
U206G**

07 June 1998

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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: 199802029 **Occurrence Type:** Accident
Location: Berowra Waters
State: NSW **Inv Category:** 4
Date: Sunday 07 June 1998
Time: 1155 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: U206G
Aircraft Registration: VH-MGK **Serial Number:** U20603952
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Warnervale NSW
Departure Time: 1130 EST
Destination: Berowra Waters NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	150.0	1000

Approved for Release: Wednesday, July 8, 1998

The pilot of an amphibious Cessna 206 had been chartered to fly two passengers from an aircraft landing area at Warnervale to Berowra Waters on the Hawkesbury River.

A gusty 20 kt westerly wind was blowing in the Warnervale area at the time of aircraft departure. The pilot recalls being concerned about making an approach into Berowra Waters and encountered turbulent and uncomfortable weather conditions enroute.

After making a normal approach to the landing area, the pilot closed the throttle and flared the aircraft. As the floats touched the water, the aircraft tipped forward and the nose of the aircraft dived under water, which caused the windscreen to shatter. Water flooded the cabin and the aircraft came to rest inverted. The pilot and the two passengers were not seriously injured and evacuated the submerged cabin through the door on the left side of the aircraft.

Immediately following this occurrence, the pilot observed that the float mounted landing gear was in the extended position and not correctly positioned for a water landing. He cannot recall any actions specific to the landing gear following the departure from Warnervale or on arrival at Berowra Waters.

Following recovery of the aircraft to dry land, the landing gear selector was observed to be in the neutral position.
