

**Aviation Safety Investigation Report
199503979**

**Cessna Aircraft Company
182P**

27 November 1995

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199503979 **Occurrence Type:** Accident
Location: Dent Island
State: QLD **Inv Category:** 4
Date: Monday 27 November 1995
Time: 0915 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182P
Aircraft Registration: VH-SNA **Serial Number:** 18265042
Type of Operation: Miscellaneous Parachute Jump
Damage to Aircraft: Substantial
Departure Point: Shute Harbour QLD
Departure Time: 0900 EST
Destination: Hamilton Island QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	25.0	230

Approved for Release: Thursday, June 13, 1996

FACTUAL INFORMATION

Following a normal climb, the pilot dropped two parachutists over Hamilton Island. A power-off descent to circuit height followed. The pilot did not select Carburettor Heat during the descent. When on a long final approach the pilot attempted to arrest a high descent rate with the use of engine power. The engine failed to respond. The pilot found that the aircraft was outside gliding range of the runway and he decided to ditch the aircraft in shallow water. Engine trouble checks failed to restore power to the engine.

The aircraft was ditched in shallow water and after a successful escape from the cabin, the pilot was picked up by an island launch.

The aircraft's engine was transported to a maintenance facility at Archerfield where it was examined. The engine was extensively corroded by salt water. No fault was found as far as could be determined.

The Bureau of Meteorology data showed that the relative humidity at ground level was 65%. The Carburettor icing - probability chart showed that serious icing at descent power was to be expected at such a humidity level.

ANALYSIS

Although there are other possible reasons for the power loss, it is most likely that the engine failed to produce power due to carburettor icing.

