

**Aviation Safety Investigation Report
198800123**

Conaero LA4-200

29 May 1988

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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.

probable that the combination of an aft centre of gravity, movement of weight associated with the water in the fuselage and the uplift provided by the swell caused the loss of control.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

1. The pilot was inexperienced in water operations.
2. The aircraft's rear bilge pump had failed, and the manual draining carried out by the pilot did not remove all of the water in the rear fuselage.
3. Although it was possible for a safe takeoff to be carried out under the prevailing conditions, the takeoff direction selected by the pilot reduced the safety margin.
4. During preflight inspection and checks prior to DEPARTURE from Jandakot, it was not noticed that the screw from the watertight panel was missing or that the rear bilge pump was unserviceable.