

**Aviation Safety Investigation Report  
198503514**

**Conaero LA4-200**

**3 June 1985**

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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:** 198503514  
**Location:** Shute Harbour QLD  
**Date:** 3 June 1985  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1702

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Conaero LA4-200  
**Registration:** VH-AWY  
**Serial Number:**  
**Operation Type:** Charter (Carriage of  
Passengers)  
**Damage Level:** Substantial  
**Departure Point:** Hayman Island QLD  
**Departure Time:** 1702  
**Destination:** Shute Harbour QLD

**Approved for Release:** 30th December, 1985

**Circumstances:**

During the landing roll the aircraft began to swing to the right. The pilot attempted unsuccessfully to correct the swing by applying left brake and rudder. Because of the likelihood of striking a parked aircraft he then induced a ground loop to the right and the aircraft was brought to a stop. An inspection of the aircraft revealed that the right main gear had unlocked and the aircraft had settled on the right float. No fault could be found with the landing gear system. The gear collapse was consistent with there being insufficient hydraulic pressure available to hold the gear locks in position during the landing. The post accident inspection revealed that the hydraulic pump switch, which is located next to the electric fuel boost pump switch, was in the off position. It is likely that the hydraulic pump switch was inadvertently selected off after the previous take-off.