

**Aviation Safety Investigation Report
199602903**

**Lake A/C Div. of Consolidated
Aeronautics Inc.
Buccaneer**

09 September 1996

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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 Executive Director 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.

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: 199602903 **Occurrence Type:** Accident
Location: Hogwash
State: SA **Inv Category:** 4
Date: Monday 09 September 1996
Time: 0815 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Lake A/C Div. of Consolidated Aeronautics Inc.
Aircraft Model: LA-4-200
Aircraft Registration: VH-BDK **Serial Number:** 773
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Hogwash SA
Departure Time: 0815 CST
Destination: Parafield SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	10.0	1400

Approved for Release: Wednesday, November 27, 1996

The pilot advised that the weather was fine, water conditions calm, and the river running at 6 - 8kt. The aircraft was launched from the bank and taxied downstream for departure.

The pilot reported that the aircraft's acceleration, and climb onto the step appeared to be normal, but before the aircraft became established on the step it began to porpoise. He attempted to overcome the oscillations by applying forward elevator control pressure which only aggravated the situation. He then tried to find the optimum position on the step by raising and lowering the nose with the elevator control, resulting in him chasing the oscillations.

The aircraft eventually "wheelbarrowed" on its bow, preventing it from accelerating to its safe take-off speed. The pilot persisted with the take off, and while attempting to turn a bend in the river water pressure on the bow damaged the left nose gear door, creating an increase in water drag. This caused the aircraft to water loop to the left, damaging the left sponson and rear fuselage.

The pilot rejected the take off and taxied the aircraft to the shore.