



AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/751/1019

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

Bauer Bay, Molle Island, Queensland	Height a.m.s.l. Sea Level	Date 18.6.75	Time (Local) 1030	Zone EST
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2. THE AIRCRAFT

Make and Model Lake LA4/200	Registration VH-ETY	Certificate of Airworthiness Valid from 16.4.73
Certificate of Registration issued to K.W. Bowe, Happy Bay, Long Island, Queensland	Operator Air Whitsunday, Happy Bay, Long Island, Queensland	Degree of damage to aircraft Substantial
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Molle Island	Time of departure -	Next point of intended landing Hook Reef	Purpose of flight Carriage of passengers	Class of operation Charter
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Geoffrey Lawrence Allan WORDSWORTH	Pilot	39	Senior Commercial	289	7550	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Martin LOS	Passenger	Nil	Olive May JAMES	Passenger	Serious
Alfred Richard JAMES	Passenger	Nil			

6. RELEVANT EVENTS

The wind was from the south-east at about 10 knots and the water take-off of the amphibious aircraft was planned from Bauer Bay, a wide curving bay situated on the northern side of Molle Island. The surface of the water was reasonably calm along the sheltered area close to the shore but there was an uneven 'lumpy' swell on the more exposed areas of the Bay and beyond Deedes Point which is located at the north-eastern corner of the Island. A landing jetty extends from the resort beach on the northern coast and, in order to utilize the best possible run over relatively calm water, a take-off to the north-east commencing from a position near the beach and adjacent to the jetty would have been necessary.

The pilot decided, after consultation with the pilot of another aircraft preparing to depart, to take-off towards the north-east and he commenced the take-off from a position some 100 metres to the east of the seaward end of the jetty. The initial part of the take-off run was apparently normal and as the aircraft moved into rougher water it bumped several times before becoming airborne at a low speed to a height of some ten feet. The speed of the aircraft did not increase significantly and it settled back to the water, striking the water heavily and then bouncing back into the air. When it again struck the water heavily and bounced the pilot closed the throttle and abandoned the take-off. Several further bounces occurred before the aircraft came to rest. As the aircraft was turned to taxi back to sheltered water it became apparent that it was filling with water as a result of impact damage to the hull. It eventually sank and the occupants were rescued by a launch and the other amphibious aircraft.

OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, having selected a take-off path which did not fully utilise the available area of smooth water, did not take timely action to abandon the take-off when rough water was encountered.

Approved for publication	 (I. M. Leslie) Delegate of the Secretary	Date 10.8.1976
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