

**Aviation Safety Investigation Report
199602328**

**Amateur Built Aircraft
Searey**

22 July 1996

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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: 199602328	Occurrence Type: Accident
Location: Georges River Bridge, VTC Check Point	
State: NSW	Inv Category: 4
Date: Monday 22 July 1996	
Time: 1215 hours	Time Zone: EST
Highest Injury Level: None	

Aircraft Manufacturer: Amateur Built Aircraft	
Aircraft Model: SEAREY	
Aircraft Registration: VH-REY	Serial Number:
Type of Operation: Non-commercial Pleasure/Travel	
Damage to Aircraft: Substantial	
Departure Point: Bankstown NSW	
Departure Time:	
Destination: Bankstown NSW	

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command		1.0	18300
Co-Pilot/1st Officer		15.0	1500

Approved for Release: Monday, August 26, 1996

The amphibious aircraft had been imported in kit form and assembled by the owner. Several uneventful flights had been conducted in the landplane configuration. The aircraft was then operated from a nearby river for water handling evaluation, and for the owner to obtain a floatplane endorsement. On the fourth takeoff, just before the aircraft was about to lift off the water, it rapidly nosed over and sank. The owner managed to escape from the aircraft immediately, but the training pilot was temporarily trapped and had to be cut from his seat belt. Neither of the occupants were injured in the accident.

Inspection of the wreckage revealed that the forward section of the planing hull had failed. The failed section then acted as a water scoop, which resulted in the rapid nose over. A subsequent investigation of the wreckage by the manufacturer confirmed that the fibreglass reinforced plastic hull did not meet design specification. Two of the required three layers of woven glass cloth had been omitted from both sides of the foam core during the manufacture of the hull, greatly reducing its strength.