

**Aviation Safety Investigation Report
199300128**

**Skyfox Aviation Ltd
CA-22A**

07 February 1993

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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.

Occurrence Number: 199300128 **Occurrence Type:** Accident
Location: The Oaks
State: NSW **Inv Category:** 4
Date: Sunday 07 February 1993
Time: 1425 hours **Time Zone** ESuT
Highest Injury Level: Fatal
Injuries:

| | Fatal | Serious | Minor | None | Total |
|--------------|----------|----------|----------|----------|----------|
| Crew | 1 | 0 | 0 | 0 | 1 |
| Ground | 0 | 0 | 0 | 0 | 0 |
| Passenger | 0 | 1 | 0 | 0 | 1 |
| Total | 1 | 1 | 0 | 0 | 2 |

Aircraft Manufacturer: Skyfox Aviation Ltd
Aircraft Model: CA-22A
Aircraft Registration: VH-JOY **Serial Number:** CA22A007
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: The Oaks NSW
Departure Time: 1425 ESuT
Destination: Bankstown NSW

Crew Details:

| | | Hours on | |
|------------------|-------------------------|-----------------|--------------------|
| Role | Class of Licence | Type | Hours Total |
| Pilot-In-Command | Private | 47.0 | 285 |

Approved for Release: Friday, March 18, 1994

The pilot and his wife flew their own aircraft from Bankstown to The Oaks where a set of spark plugs was purchased. As the engine had operated normally during this flight, the pilot declined an offer by the seller to fit the new spark plugs to the engine. Three days earlier an engine ignition system unserviceability was rectified by a licenced aircraft maintenance engineer who replaced two spark plugs.

The aircraft was taxied to the southern end of the airstrip where an engine run up check was carried out prior to takeoff. The passenger noted no irregularities during this check.

The takeoff was commenced in a northerly direction. After the aircraft became airborne the engine began to run roughly, accompanied by a significant loss of power. The pilot was able to maintain a shallow climb at an indicated airspeed of 45 knots.

After travelling for approximately 1.5 kms in a northerly direction and reaching a height of between 200 and 300 feet, the pilot commenced a level turn to the left. When the aircraft had turned through about 40 degrees the left wing dropped and the aircraft entered a steep nose down spiral dive. Although rotation ceased, the aircraft struck the ground heavily. The pilot received fatal injuries and the passenger was seriously injured.

The loss of control occurred at a height insufficient for the pilot to effect a safe recovery.

An examination and testing of the engine and its systems did not reveal the reason for the significant loss of engine power.

Significant Factors

1. Immediately after lift off, the engine suffered a significant loss of power.
2. The climb performance was substantially reduced.
3. The aircraft stalled during a left turn and entered a spiral dive at an insufficient height to permit recovery.