

**Aviation Safety Investigation Report
198800145**

Sky Pup

27 March 1988

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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: 198800145

Occurrence Type: Accident

Location: 3 km NW Mundijong WA

Date: 27 March 1988

Time: 1440

Highest Injury Level: Serious

Injuries:

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

Aircraft Details: Sky Pup

Registration: N/A

Serial Number: N/A

Operation Type: Private

Damage Level: Substantial

Departure Point: Davis Field WA

Departure Time: 1430

Destination: Davis Field WA

Approved for Release: November 18th 1988

Circumstances:

The pilot took-off with the intention of completing a circuit of the airfield. Once airborne, the pilot observed that the wind was stronger than anticipated, and he decided to abandon the circuit and land immediately in a clear field below the aircraft. During the downwind approach and when the aircraft was about 15 to 20 feet above ground level, the nose dropped suddenly. The pilot endeavoured to correct the situation by opening the throttle and attempting to raise the nose, however, this was ineffective and the aircraft collided with the ground. The pilot had recently purchased the aircraft, and although he had been advised to obtain some training before attempting to operate the aircraft he had declined to do so. The aircraft was not fitted with an air speed indicator, and assessment of speed was based on aircraft attitude in flight and speed across the ground.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

1. The pilot evidently believed that training in aircraft handling techniques was unnecessary, and attempted an operation which was beyond his experience level and ability.
2. The aircraft was not fitted with any means for determining the airspeed.
3. The pilot failed to maintain an adequate airspeed during his approach to land, and he allowed the aircraft to stall.
4. The pilot's actions following the stall aggravated the situation.