

**Aviation Safety Investigation Report
199700414**

**HEDARO
Skyfox Gazelle**

13 February 1997

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199700414	Occurrence Type: Accident
Location: Maroochydore/Sunshine Coast, Aerodrome	
State: QLD	Inv Category: 4
Date: Thursday 13 February 1997	
Time: 1345 hours	Time Zone: EST
Highest Injury Level: None	

Aircraft Manufacturer: HEDARO	
Aircraft Model: CA25N	
Aircraft Registration: VH-LOY	Serial Number: CA25N034
Type of Operation: Instructional Solo	
Damage to Aircraft: Substantial	
Departure Point: Maroochydore QLD	
Departure Time: 1339 EST	
Destination: Maroochydore QLD	

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	21.9	23

Approved for Release: Tuesday, March 25, 1997

The student pilot had been briefed and authorised to conduct solo circuit training. The runway in use was 36 and the wind was from 020 degrees at 10 to 15 kts. During the landing roll the aircraft encountered a gust of wind from the east. This caused the right wing to lift abruptly. Although the pilot applied full right aileron control he was unable to arrest the aircraft's roll to the left. The aircraft then departed the runway before coming to rest inverted, on the western side of the runway. The pilot exited the aircraft safely.

The aircraft was not fitted with an emergency locator transmitter.