

**Aviation Safety Investigation Report
199602335**

**HEDARO
Skyfox**

26 July 1996

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.

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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: 199602335 **Occurrence Type:** Accident
Location: Jandakot, Aerodrome
State: WA **Inv Category:** 4
Date: Friday 26 July 1996
Time: 1030 hours **Time Zone:** WST
Highest Injury Level: Minor
Injuries:

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

Aircraft Manufacturer: HEDARO
Aircraft Model: CA25
Aircraft Registration: VH-NPS **Serial Number:** CA25004
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Jandakot WA
Departure Time: 1030 WST
Destination: Jandakot WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	200.0	931
Other Pilot	Commercial		295

Approved for Release: Tuesday, August 6, 1996

It was reported that the flight had initially been planned as a circuit training exercise. When the wind was reported as a 20 kt crosswind the flight was cancelled. As the aircraft taxied back to the parking area the pilots received a report that the crosswind had dropped to 15 kt. They then decided to takeoff and complete some upper air work.

Shortly after the aircraft became airborne, with the pilot-under-instruction at the controls, it encountered a strong wind gust which caused it to roll to the right and descend. The instructor took over control of the aircraft and attempted to correct the situation. Although the aircraft apparently started to respond the instructor assessed that his input was not correcting the situation quickly enough and he closed the throttle, held the control column back and allowed the aircraft to descend to ground level.

The aircraft impacted nose first, to the right of the flight strip, before sliding to a stop and overturning.

The Bureau of Meteorology reported that the wind was gusting between 12 and 21 kt and changing direction from 340 to 010 degrees at the time of the takeoff. The pilots were using runway 06L.

