

**Aviation Safety Investigation Report
199500192**

**Skyfox Aviation Ltd
Skyfox**

29 January 1995

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: 199500192 **Occurrence Type:** Accident
Location: Jandakot
State: WA **Inv Category:** 4
Date: Sunday 29 January 1995
Time: 0959 hours **Time Zone** WST
Highest Injury Level: Minor
Injuries:

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

Aircraft Manufacturer: Skyfox Aviation Ltd
Aircraft Model: CA25
Aircraft Registration: VH-NPS **Serial Number:**
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point: Jandakot WA
Departure Time: 0830 WST
Destination: Jandakot WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	5.0	186

Approved for Release: Thursday, April 6, 1995

The pilot was engaged in circuit training at the time of the accident. He reported that, during the circuit conducted prior to the accident, the controls felt stiff although they appeared to be working correctly.

Following touchdown, with the tail down and the pilot holding the stick back, the left wing started to dip. The pilot initiated a go-round and applied full power. The aircraft began to veer to the left and the pilot was unable to correct the turn with either rudder or ailerons. The aircraft crashed inverted, 60 metres to the left of the centre line, still with full power applied.

The crosswind at the time of the accident was approximately 8 knots from the left. The reason for the reported stiffness in the controls was not determined.

