

THE CALAIR SKYFOX – ORIGIN, DERIVATIVES & PRODUCTION LISTS

by

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When Dan Denney first flew his prototype Kitfox on 7th May 1984 in Idaho, USA little did he realize how popular the basic design would become as both a home built, kit aircraft and as a fully factory built product. Before long licence built versions with more or less local modification were being produced in the Philippines, Portugal, South Africa, Germany and Australia.

DENNEY KITFOX

The Kitfox is a side-by-side, two-seat, high wing monoplane aimed at the gap between the traditional light recreational and training aircraft and the ultra/microlight types often selected by the home builder. It and its derivatives have filled this gap very well. It was eventually developed into a range of models initially capable of taking either of several Rotax or a KFM engines ranging from 38.8kW (52hp) to 48.5kW (65hp). All early Kitfoxes came with a pseudo radial engine cowling.

With time the engine range was expanded even further, especially after the Kitfox program was taken over by SkyStar Aircraft in 1993. By 2000 the Series 6 was being offered with five engine options from the 59.7kW (80hp) Rotax 912 to 93kW (125hp) Continental IOP-204B. By that stage there was also a single seat Kitfox Lite with a 26.1kW (35hp) engine. The standard model by 2000 was the Kitfox Classic IV with the Rotax 912 engine.

Initially a tailwheel aircraft the 2000 Series 6 convertible could be changed between tailwheel and tricycle undercarriages after construction, while float and ski versions of the Denney Kitfox had been available quite early, certainly by 1987.

It was estimated that a kit builder with average experience could construct the early Denney versions in between 500 and 600hrs. This was made possible because the kit was delivered in one large box with all the welding of the steel tube fuselage and many of the subsystems factory-completed. The claim was that the kit was sold complete with everything but the fuel. They also came with a rapid (2min) wing-folding system that allowed towing the aircraft to the home garage.

OVERSEAS PRODUCTION

By 1988 licence production, as the Skyfox, had commenced in Manila by Philippine Aircraft Company Incorporated but their efforts were far from successful and it would appear only a handful of aircraft were completed there over quite an extended period. References have also been sighted to production in Portugal, apparently by Hedaro, and South Africa, however the author has not been able to locate any indications of success or otherwise of these two ventures, except that they were linked in one case to that in the Philippines. The same reference also indicates more success was being achieved in Germany by Ikarusflug and in Australia by Calair/Skyfox. Nothing further is known of the German product. The Australian effort is covered in detail below.

CALAIR CORPORATION & THE CA21 SERIES

Australian production as the Skyfox, was initiated at Caloundra, Qld by a newly formed company, Calair Corporation. Calair was first listed on the second board of the Brisbane Stock Exchange on 12th October 1989 with Managing Director Stuart Pryor and John Griffiths of Southern Cross Corp., Toowoomba, as the major shareholders. However, its prototype CA21 aircraft, VH-CAL, had flown, at Caloundra on the 15th September that year. VH-CAL, incidentally, was still flying, as 55-4140, as late as May 2009 having served as the Skyfox Research and Development Aircraft at least until May 1998. In this guise it would have served as the prototype for the succeeding CA22 and CA25 & 25N models.

The CA21 was a fairly simple adaptation of the Kitfox with only 38 modifications required by the time it was certified. In appearance the major change was to discard the dummy radial engine cowling of the Kitfox for a flatter and more streamlined shape, which slightly increased airspeed, although a first flight photograph of VH-CAL shows that it initially had the radial cowling. As well, the V wing bracing struts were attached 40cm further along the wings, wing dihedral was slightly increased and the fuselage frame steel tubing was of a larger size allowing an increase in loaded weight. This was from 420kg at 4g for the Kitfox up to 463kg (1 020lb) at 6.6g. A taller, by 50mm, fin and rudder were fitted, both of equal height and the rudder and elevator chord was increased by 25mm. The Kitfox wing folding ability was retained. These changes brought it up to Australian CAO 101-55 standards. These standards are for commercially built ultralight aircraft under 450kg empty weight, with two seats, which can be used for general aviation pilot training purposes. It was designed to carry two 90kg passengers. Certification to this standard was achieved in mid 1990 and it was the first aircraft in Australia to be so certified, the process taking nine months to achieve.

It was a STOL, two seat, braced high wing, cabin monoplane developed for pleasure, training and surveillance with completed aircraft sold direct to users. These, initially at least, were delivered to the purchaser by air. The fuselage, landing gear and tail structure were all of welded steel tube and the wing had two aluminium tube spars with ply ribs and drooped fibreglass tips akin to those on later Cessnas. The airframe in general was fabric covered but a fibreglass cowling covered the engine. The Perspex windscreen extended over the top of the cabin to improve the field of vision. As well, Perspex doors were provided and these were hinged at the top. This enabled them to be opened upwards and clipped up parallel with the wings in flight. Conventional three axis controls were provided with full span ailerons. The rudder controls were cable operated but steel rods operated the elevators and ailerons. The engine in the CA21 was a 2.1lt, 58.2kW (78hp) Aeropower built in Perth, WA. The Aeropower unit was essentially an Australian built Volkswagen adaptation.

After the prototype CA21001 (VH-CAL) Calair built two airframes CA21002 & 3 which were severely stress tested as part of the Australian certification process. These three airframes, plus other miscellaneous remnants, provided the basic material from which an aircraft, now in possession of Queensland Air Museum, will eventually be restored to display standards. The wings are those originally tested on VH-CAL to a speed in excess of the design maximum as part of the certification process. This airframe has been donated by Skyfox Flying School, after it had served as an advertising symbol for the School, on a pole beside the Bruce Highway at Glenview, near Caloundra.

TABLE 1

Constructor's number, civil registration (initial and subsequent), date of completion or initial sale and name & location of the initial purchaser of the CA21 Skyfox aircraft built by Calair and Skyfox Aviation, July 1990 to August 1991.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA21001	VH-CAL	First Flew 15SEP89	Prototype	Revoked by CASA 13AUG02. To 19-4140 then 55-4140.
CA21002		Test Airframe	Never flown	
CA21003		Test Airframe	Never flown	
CA21004	55-0601	09JUL90	Mick Hart, Port Lincoln, SA.	
CA21005	55-0602		Colin Webb, Brownhill, V.	Crashed Dunwich Q. 11OCT03.
CA21006	VH-XED	01AUG90*	Doug Hamilton, Whorouly, V.	To 55-0768 16JAN95.
CA21007	55-0603		Ray Nowland, Quilpie, Q	
CA21008	55-0604			Crashed near Surat, Q. Out of Service by May 1997
CA21009	55-0605			Crashed nr Mareeba, Q., 09JUL94. Out of Service by May 1997
CA21010	55-0607	23OCT90	Mike Pearce, Broken Hill, NSW	
CA21011	55-0608	30OCT90	John Baker, St Mary's, SA.	
CA21012	55-0606			Crashed Caloundra, Q., Hull replaced - See CA21037.
CA21013		Not Built		
CA21014	55-0609		John Bucknell, Balmain, NSW.	
CA21015	55-0610	30NOV90	Peter Watts, Alice Springs, NT.	
CA21016	55-0611	10DEC90	Don Anderson, Bordertown, SA.	
CA21017	VH-IPL	17DEC90	Wayne Adams, Winnelle, NT.	To 55-0721 27JUL92. Crashed 20km SE Darwin NT. 08FEB98.
CA21018	55-0612			Crashed Mt Tamborine Q. 25JUL94. Out of Service by May 1997
CA21019	55-0613	07JAN91	David Meson, St. Albans, V.	Withdrawn from use 2003.
CA21020	55-0614	22JAN91	Ken Cobden, Mildura, V.	
CA21021	55-0615	30JAN91	Don Landers, Parwan, V.	
CA21022	55-0616	04FEB91*	Dennis Borchardt, Kingston, SA.	Withdrawn from use 1999.
CA21023	55-0617	10FEB91	Ian Kelly, Leeton, NSW	
CA21024	55-0618	20FEB91*	Lynn Jarvis, Bellevue Hts, SA.	
CA21025	55-0619		G.R.Browne, Katherine, NT.	
CA21026	55-0620		Bill Finteln, Darwin, NT.	
CA21027	55-0621		Mr Barwick, Legana, T.	Damaged Bishopsbourne, T. 01AUG97.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA21028	55-0622	07MAR91	Malcolm Barnes	
CA21029	55-0623	18MAR91	Ian Barnes	
CA21030	55-0624		Ryszard Bruno Sikora, Blackwater, Q.	(Last Calair) To VH-LRD 1991.
CA21031			Static test airframe	
CA21032	55-0625	16MAY91	Cliff Kirby, Maryborough, Vic.	(First Skyfox Aviation)
CA21033	55-0626	Bought ex SFA 22OCT91	Nev/Ed Bennett, Dysart, Q.	Withdrawn from use 2001.
CA21034	55-0970	024JUN91	Ben Wilson, Camperdown, V.	To VH-LQQ Withdrawn from use 02NOV00.
CA21035	55-0627	07JUL91	Ernest Bassingthwaight, Charters Towers, Q.	
CA21036	55-0628	16JUL91	Ellis Fea, Bungunya, Q.	Withdrawn from use 2002.
CA21037	55-0606	See CA21012	Peter McNamara, Nanango, Q.	CA21012 rebuilt
CA21038	55-0629	15AUG91	David Owen, Tewantin, Q.	
CA21039	55-0630	21AUG91	Victor Bursa, Darwin, NT.	

Sold in July 1990 the first production aircraft, CA21004, was followed by 25 more (013 not used) up to CA21030 of March 1991, before Calair was reorganised and became Skyfox Aviation who produced and sold a further seven between May and August 1991 and rebuilt 012 as 037. Of these 33, five from Calair and one from Skyfox production, were registered in the general aviation (VH) category. All the rest were registered in the ultralight (55) class. (Table 1). Most of the surviving CA21s were eventually changed to 55- series registrations. The last Calair aircraft (CA21030) went the other way becoming VH-LRD in 1991.

SKYFOX AVIATION & THE CA22 SERIES

In early 1991 Calair was purchased by Graham Day, a former Boeing 737 pilot, and reorganised as Skyfox Aviation Ltd with himself as Managing Director and David Anning as General Manager. Despite an optimistic announcement in April 1992 of “ a contract to annually supply 120 examples of its Skyfox two seat ultralight to customers in Europe, Japan, the UK, PNG, Borneo, Hong Kong and other countries. Worth about \$60m and expected to extend over 11 years” difficulties in raising adequate finances to meet these commitments were apparently experienced. It was converted into a public company in 1996 but ceased production in May 1998. Having been unable to obtain sufficient funds to meet its ongoing commitments, it was placed under voluntary administration.

In conjunction with the production side of their business Calair and later Skyfox had run a flying school but, with the creation of the public company in 1996, the Skyfox Flying School was set up as a separate private company. It is still operating at the time of writing (May 2009).

By the second and main early production model, the CA22, there had been some 180 component changes. With the CA22, which first flew in January 1992, a change was made to the Bombardier Rotax 912 engine of similar power to the Aeropower of the CA21. By June 1992 the vertical tail surfaces had been further adjusted with the fin height and aspect ratio increased. The rudder size was not altered but it was inset into the taller more slender fin which now swept back over the top of the rudder. From December 1992 the previously round tubular metal wing struts were replaced by aerodynamically shaped aluminium struts.

The CA22 was also eventually stressed and tested for registration for European Joint Airworthiness Requirements for Very Light Aircraft (JAR/VLA) criteria. This required a full retesting and recertification of the whole aircraft. It was the first Australian aircraft certified in this category when it passed in June 1993, and was possibly a world first. These aircraft became the CA22A and in the aviation press, but apparently not officially by Skyfox, they were known as the Elan. From September 1993 later versions, the CA25, named Impala by the press, and CA25N Gazelle, the later an official Skyfox name, were the main JAR/VLA registered models.

Of the 61 aircraft listed in Table 2, seven were initially registered in the general aviation VH series, although a number were later changed to the 55- series. A number, mostly the VH series registrations, were upgraded to JAR/VLA standards, either at the initial sale stage or at a later date. As mentioned earlier, these 12/13 aircraft were apparently at times referred to as CA22A Elan. A further seven were exported to the Heritage Flying Co., Bangkok, Thailand. The remainder were all registered in the ultralight 55 category. Two late production CA22s went to Malaysia.

TABLE 2

Constructor's number, civil registration (initial and subsequent), date of completion or initial sale and name & location of the initial purchaser of the CA22/CA22A Skyfox aircraft built by Skyfox Aviation, late 1991 to mid 1995.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA22001	55-0671		Rawl Aviation, Bundaberg, Q.	
CA22002	55-0673	07NOV91*	Neville Hollingworth,?? Darwin, NT Rebuilt by Neville Goode	Converted to CA22A VH-LRF Back to 55-0673 17DEC97
CA22003	55-0672		Chris Morrice, Redcliffe, Q.	
CA22004	55-0674	30JAN92*	Gordon Teague, Mt Isa, Q.	
CA22005	55-0676	31JAN92	Terry Clarke, Moranbah, Q.	
CA22006	55-0675	17FEB92	Stuart Tomlinson, Broadford, V.	
CA22007	VH-JOY			Out of Service May 1997. Crashed near Camden, NSW 07FEB93.
CA22008	55-0682	14JUL92	Steve Goustone, Modbury North SA.	
CA22009	55-0789	01APR92	Mike McFadyen, Brisbane, Q.	(last small fin?) Withdrawn from use 2001.
CA22A010	VH-APK	15MAY92	Keith Adams, Duaranga, Q.	To 55-0765 10JUL95 To VH-DAR . Back to 55-0765 11AUG98.
CA22011	55-0677	03JUN92	Peter Harrison, Kellyville, NSW	
CA22012	55-0679	17JUN92	Greg Thom, Carnarvon, WA.	(definite big fin)
CA22013	55-0680	25JUN92	Mick Collins, Pt Augusta, SA.	
CA22014	55-0681	27JUL92	Peter Loveday, Thangool, Q.	
CA22A015	VH-DCD		Mark James, Redcliffe, Q	Converted to CA25 01AUG94. To 55-3532 09MAY01.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA22016	55-0683		Bernard Flood	Out of Service May 1997. Crashed near Rolleston, Q. 21JUL95
CA22A017	55-0684		Neville Sinnott, Falls Creek, NSW	
CA22018	55-0747		Carl Nilsson, Lindisfarne, T.	
CA22A019	VH-APN	Upgraded to JAR/VLA 01DEC92	Maurie Makeham, Darlington Pt, NSW	To 55-1808 17MAY96
CA22020	55-0767	11DEC92	Frank Ashman, Salisbury Hts, SA	
CA22021	55-0737	18DEC92	Geoff Lawrence, Wilsonton, Q.	(Last big tyres) Withdrawn from use 2000.
CA22A022	VH-PFF	Upgraded to JAR/VLA 18JAN93	Thomas Smallwood	Out of Service May 97. Crashed Parafield SA 26FEB94.
CA22A023	55-0685			Out of Service May 1997. Damaged Redcliffe, Q. 1996.
CA22024	55-0686		Bruce Rea, Balfs Creek, Q.	
CA22025	55-0687		James Townsend, Casuarina, NT.	
CA22A026	VH-YLA	Upgraded to JAR/VLA 19MAR93	Tony Gray, Glenorchy, T.	Converted to CA25 01NOV93. To 55-1996 04APR97.
CA22A027	55-0688	08APR93	Redcliffe Syndicate, Redcliffe, Q.	Crashed 6km E Romsey, V. 02MAY99. Note 1
CA22A028	VH-XTS	Upgraded to JAR/VLA 24APR93	Rodney Kowald, Wynveil, SA	
CA22029	55-0689	14MAY93	Excess Pty Ltd, Winnellie, NT.	Withdrawn from use 2002.
CA22030	55-0007		Bill Brown, Burpengary, Q	
CA22031	55-0690	07JUL93*	Mike Elliot, Winton, Q.	
CA22032	55-0748	28JUL93	Greg McGrath, Bluff, Q.	
CA22A033	55-0749			Out of Service May 1997
CA22034	55-0757	27AUG93	John McBryde/Brett Leatherly Caloundra, Q.	Converted to tricycle U/C.
CA22035	55-0750	21SEP93*	Anthony Miles, Blackall, Q.	
CA22A036	55-0751	13OCT93	Redcliffe Syndicate, Redcliffe, Q.	
CA22037	55-0752	09DEC93	Chris & Naomi Pevitt, Echuca, V	
CA22038	55-0753	15APR94	David Jones, Richmond, Q.	
CA22039	55-0754	16MAY94	Tony Hughes, Clermont, Q.	
CA22040	THAI 1	15JUN94	Heritage Flying Co, Bangkok, Thailand	
CA22A041	55-0755	30JUN94	Raymond McDermott, Bowen, Q.	
CA22042	55-0756	15JUL94	Colin Pattinson, Traralgon, V.	
CA22043	55-0951	01AUG94	Bernie Jones, Tully, Q.	
CA22044	55-0925	15AUG94	Betaglade P/L, Cleveland, Q.	Withdrawn from use 2004.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA22045	THAI 2	31AUG94	Heritage Flying Co, Bangkok, Thailand	
CA22046	55-0952	30SEP94	Bert Flood, Lilydale, V.	
CA22047	55-0953	21OCT94	Ernie Mayne, Moranbah, Q.	
CA22048	55-0959	18NOV94	Robert & Robyn Hopkins, Eudlo, Q.	
CA22049	55-0969	04NOV94	Kelly & Lisa Zahl, Springsure, Q.	
CA22050	55-0954	16DEC94	David Murray, Quilpie, Q.	Withdrawn from use 2004.
CA22051	55-0955	18JAN95	Sean Leigh, Alice Springs, NT.	
CA22052	55-0956	18FEB95	Bert Abbott, Armidale, NSW	
CA22053	55-1777	10JUN95	Wanda Orchards, Bridport, T.	
CA22054	55-0958		John Thurston, Huonville, T.	
CA22055	THAI 3		Heritage Flying Co, Bangkok, Thailand	Became HS-MLT.
CA22056	55-0960	09JUN95	Charles Lund, Clermont, Q.	
CA22057	55-0957	27JAN95	Greg Thom, Carnarvon, WA	
CA22058	THAI 4		Heritage Flying Co, Bangkok, Thailand	Became HS-SWD.
CA22059	THAI 5		Heritage Flying Co, Bangkok, Thailand	Became HS-FAB.
CA22060	THAI 7		Heritage Flying Co, Bangkok, Thailand	
CA22061	THAI 6		Heritage, Flying Co, Bangkok, Thailand	Became HS-FAD later HS-SAK.

Looking at the purchasers' localities (Tables 1 & 2), it is noticeable that, after Skyfox Aviation came into being, there was a much higher proportion of sales within Queensland. Queensland based sales for the CA21 were four out of the ten produced by Skyfox but only two of the 26 Calair machines were initially sold in Queensland. Twenty seven of the 61 CA22s were initially sold in Queensland, 16 of these were in the last 32 of the group shown in Table 2.

THE CA25 & CA25N GAZELLE SERIES

Once the JAR/VLA certification had been completed (June 1993) the series number was changed to CA25 and these were initially only registered in the general aviation (VH or equivalent) series. Construction number CA25001 does not appear in Table 3 and was probably VH-CAL, the general development aircraft or a special airframe tested to beyond the designed stress levels and discarded. The first production aircraft, again fitting the Rotax 912 engine, was registered HB-SCE to the Swiss distributor and taken on a sales tour of Europe. By September 1993 Skyfox were offering customers two models, the CA22 for \$49 000 in the 450kg, 101:55 ultralight category and the CA25 for \$55 000 with a basic VFR package or \$60 000 with gyros/instruments for use by flying schools. At that stage they were producing one aircraft every 10 days and aviation journalist Brian Creer had joined the company as its Marketing Manager.

The next stage in the development of the Skyfox was the production of a model with tricycle landing gear. This was precipitated by requests from both flying schools and their students for this type of training aircraft and by suggestions from the company's Swiss agent that such an aircraft would sell well in Europe. The Swiss supported their view with funds towards the tricycle development. As a result the name Gazelle was formally chosen by the company as a play on the Swiss Principal's name, "Gisela". The N in the model designation, CA25N, refers to the nosewheel. The prototype flew early in 1995 and was soon followed by production specimens.

TABLE 3

Constructor's number, civil registration (initial & subsequent), date of completion or initial sale and name & location of the initial purchaser of the CA25 & CA25N Skyfox aircraft built by Skyfox Aviation, mid 1993 to late 1996.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA25002	HB-SCE		Switzerland	Crashed. Out of Service by May 1997
CA25003	VH-XAB	22OCT93	Ken Higgens, Drayton, Q	Converted to CA25N 04OCT95. To 24-3107 24FEB99
CA25004	VH-NPS	02NOV93	Trevor Baxter, Jandakot Airport, WA	To 55-1891 19FEB97.
CA25005	VH-IAB	22NOV93	John Cooper, Emerald , Q.	To 24-Series 12MAR09.
CA25006	VH-MXS			Out of Service by May 1997 Crashed Jandakot, WA. 25AUG94.
CA25007	HB-SCF	04MAR94	Gisela Sulger Bueel, Switzerland	
CA25008	VH-PIK	05MAY94	Mike Blizzard, Canning Vale, WA.	To 24-4053 23JAN04.
CA25009	VH-DWF		David & Jennifer Ford, Red Hill, WA.	To 55-3845 06JAN03.
CA25010	THAI 8/ VH-WHD		Heritage Flying Co, Bangkok, Thailand	To HS-FAC 26JAN96.
CA25N011	VH-FFT	12MAY95	P & R Flaherty, Conondale, Q.	First Gazelle
CA25N012	VH-FLR	16JUN95	Bert Flood, Lilydale, V.	To 24-3326 02MAR00
CA25N013	VH-FFM	22JUN95	Fraser & Fiona Anning, Maleny, Q.	To 24-3726 26APR02.
CA25N014	VH-PNB	16SEP94	J & C Woodhead, Alstonville, NSW.	To NZ as ZK-PNB 07AUG01.
CA25N015	VH-ROK	28JUL95	David Tempest, North Rockhampton, Q.	To 24-4310 10JUN05.
CA25N016	VH-PMN		Moiree Naylor, Kingslake West, V.	To 24-4565 22DEC05
CA25N017	VH-JND		David & Jennifer Ford, Red Hill, WA	
CA25N018	VH-BNE		Barry & Eunice Herbert, Warana Beach, Q.	To 19-3957 31JUL03.
CA25N019	VH-ZVC		Robert Molesworth, Elaine, V.	Withdrawn from use 11FEB04.
CA25N020	VH-IOP		Ivan & Pam Walker, Woodford, Q.	To 24-3569 07AUG01.
CA25N021	VH-DLT		Donal Anning, Pentland, Q.	
CA25N022	VH-ZZM		Fraser & Fiona Anning, Maleny, Q.	To 24-3843 04DEC02.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA25N023	VH-NGM		Greg Naylor, Yan Yean, V.	
CA25N024	VH-NRG		Neil & Jeannette Grant, Toowoomba, Q.	To Korea 31JUL02.
CA25N025	VH-LNU	28DEC95	LN & UM Roe, Grange, Q.	To 24-3486 24JAN01.
CA25N026	VH-DLY		RH & PR De Lissa, Ashmore, Q.	To 24-3593 31AUG01.
CA25N027	HB-SCG		Gisela Sulger Bueel, Switzerland	
CA25N028	VH-RCR	02FEB96	R G Cramer-Roberts, Breakfast Ck, Q.	To UK as G-IDAY 26APR96.
CA25N029	VH-YZM		Margit Wurst, Nambour, Q.	
CA25N030	VH-YOT		Graham Home, Nambour, Q.	To 24-4090 27FEB04.
CA25N031	VH-TIR		L N & U M Roe, Grange, Q.	To 24-3636 30OCT01.
CA25N032	VH-FSF		Lindsey Short, Neutral Bay, NSW.	To 24-3634 16OCT01
CA25N033	VH-LOO		Fred & Joyce Loveday, Golden Beach, Q	To 24-3724 16APR02 To VH –ABJ 15DEC04
CA25N034	VH-LOY		Fred & Joyce Loveday, Golden Beach, Q.	To 24-3184 24JUN99. Crashed Caloundra Q. 14JUN02.
CA25N035	VH-YEE		Andy George & T. White, Kalgoorlie, WA.	To 24-4273 08FEB05.
CA25N036	VH-ZEE		A Fulcher & R.Thomson, Ferny Hills, Q.	To 24-3488 05FEB01.
CA25N037	VH-KJT	03MAY96	D & B Turner, Goondiwindi, Q.	To 24-4131 08DEC04.
CA25N038	VH-ZEZ		Fred & Joyce Loveday, Golden Beach, Q.	To 24-3333 31MAR00.
CA25N039	VH-ZOZ		Ray Thompson, Manunda, Q.	To 24-3436 05OCT00.
CA25N040	VH-NGJ	04JUN96	Neil & Jeannette Grant, Toowoomba, Q.	To 24-5515 01SEP08.
CA25N041	VH-ELY		Hans Piatscheck, Forest Glen, Q.	To 24-3117 01MAR99.
CA25N042	VH-SJS		Peter Morrow, Red Hill, Q.	To 24-3579 31JUL01. To VH-ORN 10JUL02. Returned to 24-3579 17JAN05.
CA25N043	VH-MIT	24JUN96	Tim J Harrington, Indooroopilly, Q.	To 24-3427 24AUG00.
CA25N044	VH-BSS	12JUL96	Ray Atherinos, Noosa Waters, Q.	To 24-3382 22JUN00.
CA25N045	VH-MSL	04APR96	Mack & Betty Hind, Buderim, Q.	To 24-3520 29MAR01.
CA25N046	VH-RNK		Rod Cluff, Winton, Q.	To 24-3919 10APR03.
CA25N047	VH-PAB		Lew & Betty Born, Robina, Q.	To 24-3230 23SEP99.
CA25N048	VH-OWZ	13APR96	GJ & JA van den Heuvel, Tewantin, Q.	To 24-3519 02APR01.
CA25N049	VH-KKM	13APR96	GJ & JA van den Heuvel, Tewantin, Q.	To 24-3525 09APR01.
CA25N050	VH-IPP		Peter Pole, Murrumba Downs, Q.	To 24-3299 03FEB00.
CA25N051	VH-CPS		David Hatfield, Mackay, Q.	To 24-4441 12JAN06.

C/N	Initial Regn.	Date of Completion or Initial Sale	Initial Purchaser & Locality	Subsequent History
CA25N052	VH-YAZ	30MAY96	Don & Helen Bird, Landsborough, Q.	To 24-3404 17JUL00.
CA25N053	VH-FSM	26APR96	Lindsey J. Short, Neutral Bay, NSW.	To 24-3626 12OCT01.
CA25N054	VH-FJS		Lloyd & Francis Sherlock, Cowaramup, WA.	
CA25N055	VH-SPJ		Stuart Jacobs, Richmond, NSW.	To 24-4308 23MAR05.
CA25N056	VH-DAJ	03MAR96	David & Jennifer Ford, Red Hill, WA.	
CA25N057	VH-RDC		Rex Colls, Chinchilla, Q.	To 24-3798 26SEP02.
CA25N058	VH-DJG	04DEC96	Bruce Green, Caloundra, Q.	To 24-3851 23AUG02.
CA25N059	VH-FOB		Glen Hoffman & M. Dunn, Hemmant, Q.	To 24-3293 04FEB00.
CA25N060	VH-EPP		Clarkbale Pty Ltd, Toowoomba, Q.	To 24-3538 07MAY01.
CA25N061	VH-SXR		Lloyd Sherlock, Cowaramup, WA.	To 24-3530 16MAR01.
CA25N062	VH-IDB		Ian & Denise Besly, Buderim, Q.	To 24-3599 13SEP01.
CA25N063	VH-PSM		Peter Morrow, Red Hill, Q.	To 24-3400 11JUL00.
CA25N064	VH-AYB		Angus Young, Caloundra, Q.	To 24-3257 19NOV99.
CA25N065	VH-ZPP		Peter Pole, Murrumba Downs, Q.	To 24-3354 08MAY00. To VH-OLS 2001. To 24-4685 06JUL06.
CA25N066	VH-AJT		Vince Acalinovich, Cloisters Sq., WA.	To 24-3134 30MAR99.
CA25N067	VH-CAM		Sugacious Family Trust, Bracken Ridge, Q.	To 24-3693 12FEB02.
CA25N068	VH-ATL			Possibly to USA.
CA25N069	VH-EGP		Tom Keats, Cloncurry, Q.	
CA25N070	VH-IDA	24JUL96	Ida Martin, Tieri, Q.	To 24-3996 31OCT03.
CA25N071	VH-NKD	15JUL96	Ern Dawes, Ringwood, V.	To 24-3478 25JAN01.
CA25N072	VH-JNE	07AUG96	Brian Youl, Newnham, T.	To 24-3252 12NOV99.
CA25N073	VH-DLD		R R Klye, Manly West, Q.	To 24-3290 21JAN00. Returned to VH-DLD 27JUN01. To 24-3290 07AUG01.
CA25N074	VH-ZGT		Col Barrett, Yerongpilly, Q.	To 24-3432 28SEP00.
CA25N075	VH-MCO		Mark Jackson, Yepoon, Q.	To 24-3281 19JAN00.
CA25076	VH-IGP		Nick Watling, Smithfield Hts, Q.	Late build CA25. To 19-3309 22FEB00.
CA25N077	VH-TSV		GGL & ML Greenup, Jandowae, Q.	To 24-4389 02JUN05

NB:- This listing is incomplete, especially for the CA25/25N models, as production continued for at least another 18 months after this compilation ends.

By the end of 1996 ten CA25s had been produced and 66 CA25Ns. Of these 76, one N soon received British registration (G-IDAY), three, two CA25s and one CA25N, including the first production CA25, Swiss codes (HB-SCE, HB-SCF & HB-SCG), one CA25 went to Thailand

and one N eventually went to the USA. One 1994 produced aircraft was also sold in 2001 to New Zealand (VH-PNB became ZK-PNB) and CA25N024 went to Korea in 2002.

In summary, 17 Skyfox of all types are known to have been exported , eight to Thailand, three to Switzerland, two to Malaysia and one each to the UK, USA, New Zealand and Korea.

It is also noticeable (Table 3) that locations of more and more purchasers moved even closer to Caloundra as the reputation of the aircraft grew. As well, as familiarity with the design grew, more repeat and multiple purchases began to appear in the lists. This suggests that the product was being well received.

Certification of the Gazelle was more protracted than first envisaged. Initial expectation was that it would only require a supplementary type approval but, because of the extensive rework of the fuselage needed to support the strong nose leg and revised main wheels, a completely new type certificate was required. The end result was a highly successful aircraft substantially out-selling the tail wheel CA22 and CA25 which were still being produced as required. Only the financial problems of the company precluded its long term success.

Production ceased, initially only temporarily, in May 1998 but it was never restarted.

Later Gazelles were registered under a new Recreational Aircraft 24- prefix and the majority of the others were eventually transferred to this category. At the time of writing, there are 15 Skyfox types on the VH- register, 70 on the 55- register, 65 on the 24- register and 1 on the New Zealand (ZK-) register.

TABLE 4

Constructor's number, initial and eventual civil registrations of Skyfox CA22 & CA25N Gazelle aircraft built after separation of the production and flying school arms of Skyfox Aviation in late 1996 until May 1998.

C/N	Initial Civil Registration	Subsequent History
CA22062	details unknown	details unknown
CA22063	BpM340-01	To Malaysia.
CA22064	BpM340-02	To Malaysia.
Change of Model		
CA25N078	VH-ZMT	24-4569 from 03MAR06.
CA25N079	VH-DMR	24-???? from 06SEP02.
CA25N080	VH-TCG	24-3505 from 02MAR01.
CA25N081	VH-EMI	24-3223 from 02SEP99.
CA25N082	VH-MAN	24-3320 from 02MAR00.
CA25N083	VH-TSM	
CA25N084	VH-DRT	24-3442 from 09OCT00. To 24-4344 21NOV05. Returned to 24-3442 2006.
CA25N085	VH-ZGS	24-3639 from 30OCT01.
CA25N086	VH-SFX	24-3265 from 10DEC99. To VH-SFJ 10MAY01. Returned to 24-3265 10FEB02.
CA25N087	VH-OKF	
CA25N088	VH-SFK	24-3158 from 01JUN99.
CA25N089	VH-SFN	24-3652 from 23NOV01.
CA25N090	VH-SFW	24-4146 from 14JAN04.
CA25N091	VH-SFU	
CA25N092	VH-EEM	24-3646 from 08NOV01.
CA25N093	VH-SFJ	24-3298 from 24NOV99.
CA25N094	24-4022	(Incomplete at demise of Skyfox Aviation. Completed by Flying School personnel).

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Particular thanks are due to John McBryde of Skyfox Flying School, Caloundra, for his considerable assistance in the preparation of this paper. This has involved the provision of the production lists used initially to compile Tables 1 to 3. This list was complete up to the time the Flying School separated from the production company. The list is labelled "Updated 8 May 1997" but only covers those aircraft completed up to late 1996. John also read and commented on the manuscript for its accuracy of interpretation of the minimum literature available to me.

Thanks are also due to Tony Arbon of AustAirData for the provision of his complete list of Skyfox aircraft and their registration histories. Table 4 is entirely from Tony's list which was also used to expand Tables 1-3. Tony also provided the current (May 2009) VH, 55, and 24 register numbers.

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Researchers are welcome to quote from this paper provided that appropriate acknowledgement is given to the author and publisher.

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NOTES

1	<p>ex Nilsson, Carl (April 2010) :- Pers Com.</p> <p>CA22027 (55-0688) shown as “crashed 6km E. Romsey 1999” was repaired and is still flying in Tasmania. Following a recent accident the wings have been respared. The early CA22 models had 0.5in (12.7mm) diameter moly steel longerons but by CA22027 0.625in (15.88mm) tube was being used.. Skyfox also used a custom made A1 6061 spar with an internal web that was considerably stronger than that on the Kitfox.</p> <p>“In fact, then owned by Aussieflying P/L (my company) and operated by Ultralight Flying Machines at Penfield it was force landed near Romsey in 1999 due to engine failure. The undercarriage, right wing tip and aileron were damaged in the landing. However, it was repaired by the late Mike Valentine and another Rotax 80 hp installed by Greg Jack. I flew it to Hobart in 2002 where I have operated it since with the Aero Club of Southern Tasmania at Cambridge, Tas. It retains reg. 55-0688. I have flown it back and forth to the mainland several times. It is still registered with RA-Aus and, while it has been out of action for twelve months for another reason, it will be flying again shortly.”</p>
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