

**Aviation Safety Investigation Report
199501835**

**Burkhart Grob Flugzeugbau
G-115**

14 June 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: 199501835 **Occurrence Type:** Accident
Location: Parafield
State: SA **Inv Category:** 4
Date: Wednesday 14 June 1995
Time: 0905 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Burkhardt Grob Flugzeugbau
Aircraft Model: G-115
Aircraft Registration: VH-TGN **Serial Number:** 8061
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point: Parafield SA
Departure Time: 0800 CST
Destination: Parafield SA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Student	13.0	19

Approved for Release: Tuesday, August 8, 1995

The instructor completed ten dual instructional circuits with the student pilot whom he assessed as competent for a first solo flight.

The instructor vacated the aircraft and observed the solo circuit from the ground. The take-off, circuit and final approach appeared normal until the flare, which appeared low and the aircraft touched down earlier than expected. The pilot instinctively raised the nose causing the aircraft to balloon to about 1.5m above the runway.

The nose was then lowered and the aircraft touched down heavily on the nose wheel, bending the nose leg and allowing the propeller tips to strike the runway and destroy the nose wheel fairing. The aircraft settled back on its three wheels then veered left vacating the runway. The pilot shut the engine down and the aircraft stopped with no further damage or injury.