

**Aviation Safety Investigation Report  
199600192**

**Grob Werke Gmbh & Co. Kg  
Grob**

**16 January 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](http://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:** 199600192                      **Occurrence Type:** Accident  
**Location:** Jandakot, Aerodrome  
**State:** WA    **Inv Category:** 4  
**Date:** Tuesday 16 January 1996  
**Time:** 1220 hours                      **Time Zone** WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Grob Werke Gmbh & Co. Kg  
**Aircraft Model:** G-115C2  
**Aircraft Registration:** VH-ZTF                      **Serial Number:**  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Substantial  
**Departure Point:** Merredin WA  
**Departure Time:** 1040 WST  
**Destination:** Jandakot WA

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	177.0	496
Student Pilot	Student	83.0	83

**Approved for Release:** Monday, February 5, 1996

On arrival at Jandakot the student pilot flew a circuit for a normal, full flap approach and landing. During the final approach the airspeed reduced below the target figure. The instructor, who was monitoring the situation, allowed it to develop beyond a point where a go-around should have been made. Neither the student nor the instructor took any corrective action and the aircraft landed heavily on the main landing gear and the tail skid.

It was reported that the instructor allowed the situation to continue in an attempt to have the student recognise his error without intervention from the instructor. The instructor's inexperience was probably a factor in his misjudgment as to when he should take recovery action.