

**Aviation Safety Investigation Report  
199603843**

**Burkhart Grob Flugzeugbau  
Grob**

**25 November 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:** 199603843                      **Occurrence Type:** Accident  
**Location:** Merredin, (ALA)  
**State:** WA    **Inv Category:** 4  
**Date:** Monday 25 November 1996  
**Time:** 1200 hours                      **Time Zone** WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Burkhardt Grob Flugzeugbau  
**Aircraft Model:** G-115C2  
**Aircraft Registration:** VH-ZYT                      **Serial Number:** 82016/C2  
**Type of Operation:** Instructional Solo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Merredin WA  
**Departure Time:** 1200 WST  
**Destination:** Merredin WA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Student	33.0	33

**Approved for Release:** Thursday, December 5, 1996

It was reported that the solo student pilot made a normal approach to runway 36 but elected to start a go-around because the aircraft was not aligned with the runway centreline. As the pilot applied full power the nose yawed to the left. At this point, and contrary to training, the pilot selected the flaps to the take-off position. The aircraft descended, touching down to the left of the strip. It then ran off the runway and flight strip and into a rough area suffering extensive damage in the process.