

**Aviation Safety Investigation Report
199502084**

**Burkhart Grob Flugzeugbau
G-115B**

06 July 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199502084 **Occurrence Type:** Accident
Location: Jandakot, Aerodrome
State: WA **Inv Category:** 4
Date: Thursday 06 July 1995
Time: 1215 hours **Time Zone:** WST
Highest Injury Level: None

Aircraft Manufacturer: Burkhardt Grob Flugzeugbau
Aircraft Model: G-115B
Aircraft Registration: VH-JVM **Serial Number:** 8098
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point: Jandakot WA
Departure Time: 1130 WST
Destination: Jandakot WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	27.0	27

Approved for Release: Wednesday, August 2, 1995

The student had completed six circuits as part of a pre-second-solo check. The student's performance was assessed as satisfactory, by his instructor, and he was cleared to complete four solo circuits.

On the first solo circuit the aircraft ballooned during the landing flare. The aircraft was then observed to descend rapidly and land heavily on the main wheels after which, the nose came down starting a porposing action. The student applied full power to go-around but pitched the nose up too high (the student reported that the stall warning light and horn came on). The aircraft rolled to the left and descended impacting the ground initially with the left wing. The aircraft pitched nose first into the ground pivoting on the collapsed nosewheel in a clockwise direction whilst skidding away from the runway and coming to rest, upright, and facing the opposite direction to landing.

It is probable that the student's inexperience led to control mishandling which resulted in a stall and loss of control close to the ground.