

**Aviation Safety Investigation Report
199400276**

**SOCATA - Groupe Aerospatiale
Tobago
Burkhart Grob Flugzeugbau
G-115**

03 February 1994

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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.

Occurrence Number: 199400276 **Occurrence Type:** Incident
Location: Parafield
State: SA **Inv Category:** 4
Date: Thursday 03 February 1994
Time: 1212 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: Burkhart Grob Flugzeugbau
Aircraft Model: G-115
Aircraft Registration: VH-TGT **Serial Number:** 8071
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Parafield SA
Departure Time: 1110 CSuT
Destination: Parafield SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	36.8	37

Aircraft Manufacturer: SOCATA - Groupe Aerospatiale
Aircraft Model: TB-10
Aircraft Registration: VH-XYI **Serial Number:** 1025
Type of Operation: Instructional Dual
Damage to Aircraft: Nil
Departure Point: Parafield SA
Departure Time: 1130 CSuT
Destination: Parafield SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	400.0	3000

Approved for Release: Sunday, June 19, 1994

VH-TGT was conducting solo circuit training using right hand circuits for runway 21R, and at the same time VH-XYI was conducting dual circuit training using left hand circuits for runway 21L.



On downwind VH-XYI was cleared by the air traffic controller responsible for runway 21L operations to land ahead of another aircraft inbound from the north east. To increase separation the instructor decided to make a close in, steep gliding approach.

VH-TGT was cleared for a touch and go landing on runway 21R by the air traffic controller responsible for runway 21R operations, then both controllers became involved in monitoring other aircraft in their respective areas of responsibility.

An observer in the control tower noticed VH-TGT was on short final approach for runway 21L with VH-XYI, also on final approach, and descending rapidly towards VH-TGT. VH-XYI was instructed to go around, the pilot taking further avoiding action by banking to the left.

The student pilot in command of VH-TGT had less than 2 hours solo experience.

