

1. LOCATION OF OCCURRENCE

Jandakot Airport, Western Australia.	Height a.m.s.l. (ft) 96 feet	Date 5.2.69	Time (Local) 1706	Zone WST
--------------------------------------	---------------------------------	----------------	----------------------	-------------

2. THE AIRCRAFT

Make and Model Piper PA28-235B	Registration VH-PWK	Certificate of Airworthiness	Valid from 6.3.68	Valid to 5.3.77
Registered Owner Westavlon Pty. Ltd., P.O. Box 93, Applecross, Western Australia.	Operator B.H. Moules, 105 Gardner Street, Como, Western Australia.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Esperance	Time of departure 1415	Next point of intended landing Jandakot	Purpose of flight Travel	Class of operation Private
---	---------------------------	--	-----------------------------	-------------------------------

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Brian Henry MOULES	Pilot	33	Private	65 hours	123 hours	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Douglas PORTEOUS	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS


Regulation or Order No.	Nature of contravention

RELEVANT EVENTS

The flight from Esperance to Jandakot was uneventful. At Jandakot the pilot made an approach to runway 24 using 40 degrees of flap and crossed the runway threshold at 65 knots. He commenced to level off and had closed the throttle when the nose wheel contacted the runway heavily before the main wheels. The aircraft was allowed to bounce several times to a maximum height of four feet, before the pilot applied engine power to regain control and he then completed the landing. When the aircraft was examined on the tarmac, the propeller, nosewheel assembly and engine mount were found to be damaged.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot misjudged the height of the aircraft while levelling off for landing.

Report approved  (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 2.12.69
---	---	-----------------

DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".