

**Aviation Safety Investigation Report
199603048**

**Piper Aircraft Corp
Seneca**

14 September 1996

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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.

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:	199603048	Occurrence Type:	Accident
Location:	Amberley, Aerodrome		
State:	QLD	Inv Category:	4
Date:	Saturday 14 September 1996		
Time:	1140 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Piper Aircraft Corp		
Aircraft Model:	PA-34-200T		
Aircraft Registration:	VH-BDT	Serial Number:	34-7770398
Type of Operation:	Non-commercial Business		
Damage to Aircraft:	Substantial		
Departure Point:	Canberra ACT		
Departure Time:	0850 EST		
Destination:	Amberley QLD		

Approved for Release: Tuesday, October 1, 1996

The pilot elected to go around from final approach for runway 23 when he noticed that the windsock had swung to favour runway 35. He reported that the approach for runway 35 was normal and estimated the wind speed and direction at about 10-15kts from 300 degrees. Soon after the main wheels had contacted the runway the aircraft became airborne again, both throttles were closed at this point. The aircraft dropped back onto the runway and bounced hard. The nosewheel then contacted the runway heavily and the windscreen popped out. The aircraft was taxied clear of the runway and all three persons exited the aircraft without injury.

Post flight examination found there was significant damage to the nosewheel assembly, the windscreen had separated and the right propeller had contacted the runway.

The pilot advised that he had subsequently obtained a windtrace from the Amberley met office which indicated that winds were gusting from 290 degrees between 5-18 kts, at the time of the accident.