

**Aviation Safety Investigation Report  
198801396**

**Piper PA28-235**

**1 October 1988**

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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).**

**Occurrence Number:** 198801396  
**Location:** Melton VIC  
**Date:** 1 October 1988  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1305

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Piper PA28-235  
**Registration:** VH-PXD  
**Serial Number:** 28-11018  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Melton VIC  
**Departure Time:** 1245  
**Destination:** Melton VIC

**Approved for Release:** March 13th 1989

#### **Circumstances:**

The pilot made a faster than normal approach for a landing on Runway 28 into a strong, gusty, westerly wind. Just prior to the landing flare, the aircraft encountered windshear and the rate of descent increased rapidly. The aircraft touched down very firmly in a slightly nose low attitude and bounced into the air once before landing heavily on the nose wheel. The nose wheel assembly broke allowing the propeller to strike the ground. Except for three hours, the pilot had done all his flying in a Piper PA28-140. One week before the accident the pilot had been endorsed on the PA28-235, which has different performance parameters. The pilot did not attempt a go-around because the windshear and rapid rate of descent occurred so close to the ground that he considered the application of engine power would further aggravate the situation. This accident was not the subject of an on-site investigation.

#### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. The aircraft encountered windshear during landing.