

Piper PA-34-200-2, G-BBLU

AAIB Bulletin No: 11/99 **Ref:** EW/G99/09/08 **Category:** 1.3

Aircraft Type and Registration: Piper PA-34-200-2, G-BBLU

No & Type of Engines: 2 Lycoming LIO-360-C1E6 piston engines

Year of Manufacture: 1973

Date & Time (UTC): 7 September 1999 at 1454 hrs

Location: Biggin Hill Airport, Kent

Type of Flight: Private (Training)

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Nose gear collapsed; engine shock loaded and propeller tips bent; windscreen shattered

Commander's Licence: Private Pilot's licence with IMC and Night Rating

Commander's Age: 52 years

Commander's Flying Experience: 154 hours (of which 13 were on type)

Last 90 days - 9 hours

Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

On a return flight from Southend Airport, the pilot positioned right downwind for Runway 21 at Biggin Hill Airport. The weather was good with a reported surface wind of 220°/15 kt but with possibilities of gusts. The pilot considered his approach to be stabilised at the correct speed and on the required glide slope; there was some minor turbulence at approximately 300 feet agl but only minor corrections were required to counter this. Touchdown was gentle and the aircraft bounced. As it did so, the pilot increased back pressure on the control column and retarded the throttles. He was then aware of the aircraft bouncing three or four more times with increasing severity culminating in the nose gear collapsing; during this time, he was continuing to increase back pressure on the controls. The pilot used differential braking to clear the runway to the left onto the grass.

The pilot considered that he failed to recognise the severity of the situation after the second bounce; his correct action should have been to commence a go-around at that point.

