

Piper PA-34-220T, G-HMJB

AAIB Bulletin No: 5/98 Ref: EW/G98/01/19 Category: 1.3

Aircraft Type and Registration:	Piper PA-34-220T, G-HMJB
No & Type of Engines:	2 Continental TSIO-360-KB piston engine
Year of Manufacture:	1981
Date & Time (UTC):	31 January 1998 at 1740 hrs
Location:	Lincoln (Wickenby) Airport, Lincolnshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Substantial to nose landing gear, both propellers, underside of forward fuselage and left wing
Commander's Licence:	Private Pilot's Licence
Commander's Age:	56 years
Commander's Flying Experience:	711 hours (of which 317 were on type) Last 90 days - 42 hours Last 28 days - 24 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot made an approach to land on the concrete Runway 03 (LDA650 metres) and was visual with the lights at approximately 4 miles on finals. The runway did not have any visual approach slope indicators and so the pilot made several checks on his descent progress using his GPS to determine the range to touch down. The weather was fine with good visibility, broken cloud at 4,000 feet and a surface wind of 320°/02 kt.

The pilot reported that the aircraft crossed the threshold at 80 kt and, before he had commenced the flare, it struck the runway firmly, nose wheel first. The aircraft bounced twice before coming to rest to the left of the centreline. The pilot stated that on his previous flight he had carried out an ILS approach at Bristol and flared too high. He was conscious that the runway at Wickenby was short and he was determined to land on the threshold. As a result he had judged his height above

touchdown by looking at the runway surface close to the side of the aircraft and not, as is recognised practice, looking towards the far end of the runway.