

ACCIDENT

Aircraft Type and Registration:	Piper PA-34-220T Seneca III, G-GFCD	
No & Type of Engines:	2 Continental Motors Corp TSIO-360-KB piston engines	
Year of Manufacture:	1981	
Date & Time (UTC):	16 October 2011 at 0909 hrs	
Location:	Private airstrip at Kimberley, near Norwich, Norfolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right wing, propeller, nose and fuselage damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	42 years	
Commander's Flying Experience:	922 hours (of which 692 were on type) Last 90 days - 11 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

Following successful power checks, the pilot applied full power against the brakes before beginning the takeoff roll on the south-eastbound runway. The strip was approximately 755 m long, of "relatively long" grass which the pilot stated was damp from overnight dew. Approximately half-way along the strip, the aircraft ran over a bump and became airborne, but with insufficient speed to climb away, and it touched down again. The pilot judged that takeoff would not be achieved within the distance remaining, but that there was sufficient runway ahead to stop safely, and he aborted the takeoff. The aircraft decelerated, but ran into a hedge at the end

of the strip at 15-20 kt. The forward door was jammed shut by branches during the impact, and the pilot exited by the rear door. There was no fire.

No technical defect was apparent that might have affected normal power being available. It was not possible to determine whether continuing the takeoff would have been successful, but the pilot commented that the consequences, had the aircraft not reached flying speed within the distance available, would have been more severe.