

Piper PA-34-200T, G-BLWD

AAIB Bulletin No: 7/99 **Ref:** EW/G99/05/17 **Category:** 1.3

Aircraft Type and Registration: Piper PA-34-200T, G-BLWD

No & Type of Engines: 2 Continental TSIO-360-E piston engine

Year of Manufacture: 1980

Date & Time (UTC): 15 May 1999 at 1846 hrs

Location: Elstree Aerodrome, Herefordshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 3

Injuries: Crew - None - Passengers - None

Nature of Damage: Substantial damage to nose section and nose landing gear, right propeller written off, both engines to be tested for shock loading

Commander's Licence: Private Pilot's Licence

Commander's Age: 43 years

Commander's Flying Experience: 298 hours (of which 43 were on type)

Last 90 days - 27 hours

Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had flown from Le Touquet to Elstree, which was his home airfield. The weather at Elstree was reported as CAVOK with calm wind conditions. Runway 08 was in use; it had an available landing distance of 656 metres on an asphalt surface and a downhill slope of 2%. The pilot completed the landing checks on the downwind leg and flew a normal approach to land. After an initial touchdown the aircraft bounced, when the aircraft touched down again the nose landing gear was driven upwards into the surrounding structure and the windscreen shattered. The pilot brought the aircraft to a controlled stop on the runway surface and then shutdown both engines and selected the electrics OFF. The airfield fire and rescue truck arrived as the pilot and passengers were vacating the aircraft via the normal exit door.

The nose landing gear was still supporting the nose of the aircraft although there was substantial damage to the surrounding structure and the nose leg. Both main landing gear were undamaged,

however, both propellers had made contact with the runway surface and the right propeller had been badly damaged. Both engines are being tested for shock loading.

Shortly after the accident the pilot flew with his Chief Flying Instructor and completed a number of circuits to Runway 08. It was rapidly established that the approach path flown by the pilot was too steep and the flare too abrupt. It was their opinion that these two factors may have led to the aircraft bouncing. The pilot was more familiar with Runway 26 and thought that he may have been deceived by the visual cues presented by the downhill slope of Runway 08.