

## Piper PA-34, N9281D

<b>AAIB Bulletin No:</b>	<b>11/98</b>	<b>Ref:</b>	<b>EW/G98/08/14</b>	<b>Category:</b>	<b>1.3</b>
<b>Aircraft Type and Registration:</b>	Piper PA-34, N9281D				
<b>No &amp; Type of Engines:</b>	2 Continental TSIO-360-RBB piston engine				
<b>Year of Manufacture:</b>	1997				
<b>Date &amp; Time (UTC):</b>	9 August 1998 at 1616 hrs				
<b>Location:</b>	Jersey Airport, Channel Islands				
<b>Type of Flight:</b>	Private				
<b>Persons on Board:</b>	Crew - 1 - Passengers - 4				
<b>Injuries:</b>	Crew - None - Passengers - None				
<b>Nature of Damage:</b>	Substantial to nose landing gear				
<b>Commander's Licence:</b>	Private Pilot's Licence				
<b>Commander's Age:</b>	62 years				
<b>Commander's Flying Experience:</b>	191 hours (of which 26 were on type)				
	Last 90 days - N/K				
	Last 28 days - 9 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

On returning from a pleasure flight, the pilot decided to carry out a practice short field performance landing. The aircraft was close to Maximum Landing Weight and the wind was calm. The aircraft was set up as detailed in the Pilot's Operating Handbook with full flap and a target touchdown speed of 85 kt. The approach was normal, but the initial touchdown resulted in a high bounce causing the pilot to ease the control column forward. Two more bounces followed but the pilot did not initiate a go-around because he thought that the propellers may have touched the runway. The pilot cleared the runway by turning onto the grass at which point the nosewheel became detached.