

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-140, G-BOSU	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E3D piston engine	
<b>Year of Manufacture:</b>	1973	
<b>Date &amp; Time (UTC):</b>	8 September 2006 at 1615 hrs	
<b>Location:</b>	Boughton, private airstrip near Thetford	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1	Passengers - None
<b>Nature of Damage:</b>	Damage to right wing and nose leg	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	30 years	
<b>Commander's Flying Experience:</b>	318 hours (of which 177 were on type) Last 90 days - 65 hours Last 28 days - 24 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

During an attempted departure from a private airstrip the pilot rejected the takeoff and the aircraft ran into a hedge.

use the full length of the runway as he was aware that the aircraft's nominal performance gave only a small margin for takeoff.

**History of the flight**

The aircraft was being operated from Boughton, a private airstrip near Thetford. The grass runway, 08/26, was 520 m long with a 6 ft hedge at each end and the pilot considered that the grass was short and dry. He had flown the aircraft into the strip but this was his first attempt at a takeoff from it.

The pilot reported that, about half-way through the takeoff roll, the aircraft seemed to stop accelerating and it felt "as if there was something dragging". He made the decision to reject the takeoff rather than get airborne and risk stalling; as a result, the aircraft ran off the end of the runway and into the hedge. On making the decision to reject the takeoff, the pilot was able to shut down the engine and turn off the fuel before the impact with the hedge.

The pilot elected to use Runway 08 as the airstrip did not have a significant slope and the wind was almost calm, with a very slight headwind. He was careful to

The pilot reported that the pre-flight checks and

pre-takeoff power checks had been normal. He could not positively identify a cause of the lack of acceleration during the takeoff roll, although he considered it possible

that the nose tyre had suffered a puncture. The extensive damage to the nose landing gear prevented a positive determination of this.