

<b>Aircraft Type and Registration:</b>	Piper PA-34-200T Seneca II, G-BMUT	
<b>No &amp; Type of Engines:</b>	2 Continental TSIO-360-E piston engines	
<b>Year of Manufacture:</b>	1975	
<b>Date &amp; Time (UTC):</b>	29 May 1995 at 1051 hrs	
<b>Location:</b>	Guernsey Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 5
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to nose landing gear and forward fuselage; propeller damaged and engines shock loaded	
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC and Night Ratings	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	318 hours (of which 22 were on type) Last 90 days - 39 hours Last 28 days - 28 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and a report by a passenger	

The aircraft was on a VFR flight from France and a normal approach was made to Runway 27 at Guernsey; the surface wind was light southwesterly. Following the initial firm touchdown, the aircraft bounced at least twice. The pilot said that he noticed that the passenger in the right seat, a commercial pilot and instructor, had his hands on the control column. The aircraft then touched down nose first and the nose landing gear collapsed. It stopped on the runway and after carrying out the shutdown checks, both occupants escaped without injury.

The pilot considered that he was distracted and had suffered a momentary lapse of concentration when he noticed that the passenger had his hands on the control column. He in no way wished to infer that the passenger had attempted to take control or had applied any pressure to the controls. The passenger reported, however, that he had not touched the control column until after the nose landing gear had collapsed.