

AAIB Bulletin No: 6/95

Ref: EW/G95/04/16

Category: 1.3

Aircraft Type and Registration: Piper PA-34-220T Seneca III, G-POPS

No & Type of Engines: 2 Continental TSIO-360-KB1 piston engines

Year of Manufacture: 1981

Date & Time (UTC): 19 April 1995 at 1810 hrs

Location: Jersey Airport, Channel Islands

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to nose structure, propellers and nose landing gear

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 51 years

Commander's Flying Experience: 634 hours (of which 12 were on type)
Last 90 days - 14 hours
Last 28 days - 12 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot made a normal approach to Runway 27 with a surface wind of 290°/14 kt. The approach was stable with the aircraft at the correct speed and the pilot was confident that a normal touchdown would be achieved. However, just after the throttles were retarded in the flare, the aircraft landed heavily and pitched forward onto the nosewheel. The aircraft bounced and on the subsequent contact with the runway the nose landing gear collapsed. After a short ground slide the aircraft came to a halt on the centreline of the runway. The pilot was uninjured and despite the presence of flames from the underside of the aircraft during the ground slide, there was no subsequent fire.

In a frank and comprehensive report, the pilot considered that, since he was making his approach into the bright low sun, this probably caused him to misjudge his height on landing.