

No: 1/93

Ref: EW/G92/11/01

Category: 1c

Aircraft Type and Registration: Piper PA-34-200T Seneca II, G-CJWS

No & Type of Engines: 2 Continental TSIO-360-EB1 piston engines

Year of Manufacture: 1979

Date & Time (UTC): 1 November 1992 at 1758 hrs

Location: Guernsey Airport, Channel Islands

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 4

Injuries: Crew - None Passengers - None

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Private Pilot's Licence with Instrument rating

Commander's Age: 51 years

Commander's Flying Experience: 2,126 hours (of which 13 were on type)
Last 90 days - 23 hours
Last 28 days - 15 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries

The aircraft arrived from Jersey and made an approach to runway 27 at Guernsey. The pilot reported that the approach had been normal and, with full flap selected, the aircraft crossed the "fence" at 95 kt. Power was reduced in the flare and the aircraft touched down; the right wing appeared to drop and the aircraft became airborne again. The second touchdown was described as "heavy" and was followed by two or three "porpoises". The aircraft eventually settled on the ground and the landing gear collapsed completely. The aircraft then slewed to the right through about 45° and came to rest to the right of the runway centreline. The occupants were uninjured and vacated the aircraft via the crew and cabin doors.

The AFS went immediately to the scene; the aircraft had been evacuated by the time they arrived. There was no fire but having noted fuel spillage from the left wing a foam carpet was laid as a precaution.

An accident special weather report indicated that the surface wind was 230°/18 kt, the visibility 20 km and there was no significant weather.

The engineering company tasked with recovering the aircraft reported that the left main landing gear had snapped off at the fescalised oleo ram whilst the right main gear had pulled out complete from the wing spar. The nose gear had collapsed backwards with sufficient force to dislodge the windscreen. They advised that the indications were that all three had been down and locked at the moment of first impact and that there were no signs of any pre-existing defects in the system or materials.