

# Piper PA-34-200T, G-ROLA

<b>AAIB Bulletin No:</b> 2/2002	<b>Ref:</b> EW/G2001/12/04	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Piper PA-34-200T, G-ROLA	
<b>No &amp; Type of Engines:</b>	2 Continental Motors Corp TSIO-360-EB piston engines	
<b>Year of Manufacture:</b>	1976	
<b>Date &amp; Time (UTC):</b>	2 December 2001 at 1120 hrs	
<b>Location:</b>	Top Farm, Royston, Hertfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Both propellers, nosecone and nosegear	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	719 hours (of which 20 were on type)	
	Last 90 days - 20 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had flown from Elstree to a private strip near Royston. The weather was good with calm wind conditions at the landing site. The pilot positioned for a landing on runway 24, a 900m long grass strip, and reports being high and fast on the final approach. The aircraft landed approximately a third of the way into the strip and bounced before settling into the landing roll. The strip was covered in short grass and was soft in places, the pilot reporting very poor braking action. The aircraft overran the end of the runway crossing a dirt track before coming to a rest in the grass field beyond. The ground in this field was soft causing the nosewheel to dig in and collapse, with collateral damage being caused to both propellers and the nose section.

The pilot reported finding the airspeed indicator hard to read as it displayed both MPH and Kts, a situation he had not encountered on previous aircraft. This he believed may have contributed to his faster than normal approach. The pilot was familiar with the strip which he also believes may have sub-consciously lead him to land long in order to avoid a known area of soft patches near the

threshold. Subsequent calculations show that in order to stop safely, the full length of the strip would have been required under the prevailing conditions. Finally, the majority of his experience had been gained on single-engined tailwheel aircraft where a bounce on touchdown was not unusual; this he reports may have affected his decision when the aircraft bounced on landing in not initiating a go round.