

No: 9/88

Ref: EW/G88/05/06

Category: 1b

**Aircraft Type and Registration:** Piper PA-34 Seneca, G-BOFE

**No & Type of Engines:** 2 Continental Motors Corp (Port) TSIO-360-EB1  
(Stbd) LTSIO-360-EB1

**Year of Manufacture:** 1978

**Date and Time (UTC):** 19 May 1988 at 1648 hrs

**Location:** RNAS, Yeovilton, Ilchester

**Type of Flight:** Private (pleasure)

**Persons on Board:** Crew -1 Passengers -None

**Injuries:** Crew -None Passengers -N/A

**Nature of Damage:** Substantial damage to left wing and nacelle minor damage to property

**Commander's Licence** Private Pilot's Licence with Instrument and Night Ratings

**Commander's Age:** 37 years

**Commander's Total Flying Experience:** 900 hours (of which 4 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The intended flight was from Yeovilton to Dunkeswell. The aircraft taxied from the parking area and, with ATC clearance, backtracked along runway 27 in preparation for take-off. The aircraft was then lined up on runway 27 and the toe brakes applied while the power checks and pre-take off checks were carried out.

While the aircraft was backtracking clearance to take-off had been received, so the take-off roll was initiated as soon as the checks were complete. The brakes were released and power applied slowly to avoid overboosting the engines. At first the aircraft appeared to respond normally, but as it reached about 70 kts it became apparent that the acceleration was less than usual. All the cockpit indications were normal. The pilot checked the parking brake and confirmed that it was in the "off" position. With ample runway remaining, the pilot decided to abandon the take-off and closed the throttles. As the aircraft decelerated he applied the toe-brakes, which proved ineffective. He then applied the parking brake, which was also ineffective. The pilot lowered full flap and, realising that the aircraft might run off the runway, pulled the mixture levers to idle cut-off and turned off the fuel and magneto switches. As the aircraft departed the runway, the pilot raised the flaps to minimise damage. The aircraft then crossed the grass overshoot area and passed through a fence into a field, coming to rest against a gate adjacent to a public road. The left wing caught fire and the pilot vacated the aircraft through the right hand cockpit door. Shortly afterwards the fire crew arrived and extinguished the fire.

The aircraft had received impact damage to the left wing, nacelle and nose. In striking the gate, fuel had been released from the left wing and this had ignited on the left brake unit. The right brake unit

and tyre showed signs of overheating due to brake application. The aircraft was removed for repair and the brake units examined. Apart from heat or fire damage, no defect was found in either of the brake units.