

No: 11/90

Ref: EW/G90/08/17

Category: 1c

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

**No & Type of Engines:** 2 Continental TSIO & LTSIO-360-EB piston engines

**Year of Manufacture:** 1980

**Date and Time (UTC):** 30 August 1990 at 1344 hrs

**Location:** Goodwood (Chichester) Airfield, Sussex

**Type of Flight:** Training

**Persons on Board:** Crew - 2 Passengers - 2

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** Damage to nosewheel mounting, forward fuselage and propellers

**Commander's Licence:** Airline Transport Pilot's Licence with Instructor rating

**Commander's Age:** 62 years

**Commander's Total Flying Experience:** 15,800 hours (of which 600 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot and further telephone enquiries by AAIB

The handling pilot was undergoing instrument flying training and was taking off on grass runway 24 in a surface wind reported to be 250°/10kt. An instrument flying screen with a small window partially obscured the pilot's view. The instructor reported that just before rotation, at a speed of about 77 kt, the nosewheel struck a bump, which caused the nosewheel mounting to penetrate the upper surface of the forward fuselage and displace the windscreen about one inch upwards. The instructor continued the take-off, flew a low-level circuit and landed the aircraft gently on its main wheels. The nosewheel folded backwards soon after it was lowered to the ground, and the aircraft came to rest without further damage. The instructor was familiar with the runway and agreed that it was fit for use. He commented, however, that the surface had been hardened by prolonged dry weather and, as a result, the undulations were more prominent.

The aerodrome operator stated that the runway was checked regularly and was considered to be serviceable. It had no isolated bumps but was known to have a significant hump some 150 metres from the threshold.

One witness reported that the aircraft was seen to porpoise during its take-off roll and to make heavy contact with its nosewheel before lift-off.