

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-140, G-BOSU	
No & Type of Engines:	1 Lycoming O-320-E3D piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	8 September 2006 at 1615 hrs	
Location:	Boughton, private airstrip near Thetford	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1	Passengers - None
Nature of Damage:	Damage to right wing and nose leg	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	30 years	
Commander's Flying Experience:	318 hours (of which 177 were on type) Last 90 days - 65 hours Last 28 days - 24 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During an attempted departure from a private airstrip the pilot rejected the takeoff and the aircraft ran into a hedge.

use the full length of the runway as he was aware that the aircraft's nominal performance gave only a small margin for takeoff.

History of the flight

The aircraft was being operated from Boughton, a private airstrip near Thetford. The grass runway, 08/26, was 520 m long with a 6 ft hedge at each end and the pilot considered that the grass was short and dry. He had flown the aircraft into the strip but this was his first attempt at a takeoff from it.

The pilot reported that, about half-way through the takeoff roll, the aircraft seemed to stop accelerating and it felt "as if there was something dragging". He made the decision to reject the takeoff rather than get airborne and risk stalling; as a result, the aircraft ran off the end of the runway and into the hedge. On making the decision to reject the takeoff, the pilot was able to shut down the engine and turn off the fuel before the impact with the hedge.

The pilot elected to use Runway 08 as the airstrip did not have a significant slope and the wind was almost calm, with a very slight headwind. He was careful to

The pilot reported that the pre-flight checks and

pre-takeoff power checks had been normal. He could not positively identify a cause of the lack of acceleration during the takeoff roll, although he considered it possible

that the nose tyre had suffered a puncture. The extensive damage to the nose landing gear prevented a positive determination of this.