

AAIB Bulletin No: 4/94

Ref: EW/G94/02/08

Category: 1.3

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

No & Type of Engines: 2 Continental TSIO-360-EB1A piston engines

Year of Manufacture: 1978

Date & Time (UTC): 14 February 1994 at 1049 hrs

Location: Warton Airfield, Lancashire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Right propeller tips bent and shock loading to engine

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 50 years

Commander's Flying Experience: 216 hours (of which 3 were on type)
Last 90 days - 5 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was on a VFR flight from Liverpool to Warton. The weather was fine with good visibility, scattered cloud at 1,500 feet, broken cloud at 2,500 feet and a surface wind of 090°/20 to 25 kt.

The pilot carried out a Surveillance Radar Approach (SRA) to Runway 08 at Warton. The SRA was terminated 1 nm from touchdown and from this position the pilot had an excellent view of the runway and stabilised his approach at an IAS of 100 kt with flap 2 selected. At 200 feet above touchdown the aircraft encountered severe windshear, increasing the descent rate and reducing the IAS to 90 kt. The pilot continued the approach, progressively applying power, but was unable to prevent the aircraft landing heavily on the mainwheels. Because of insufficient stabilator authority the nosewheel immediately contacted the runway causing the aircraft to 'porpoise' several times. The pilot re-applied power in order to become airborne once again for a second attempt at landing further down the runway. This touchdown was normal and after landing the aircraft was taxied to the apron. After shutdown the tips of the right propeller were found to be bent.

The pilot reported that he was not aware of any contact between the propeller and the runway and attributed the accident to windshear and his lack of experience on type.