

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-34 Seneca V, N199PS	
<b>No &amp; Type of Engines:</b>	2 Continental Motors Corp LTSIO-360-RB piston engines	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	27 September 2011 at 1705 hrs	
<b>Location:</b>	Bembridge Airport, Isle of Wight	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 5
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Propeller tips and right wing	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	56 years	
<b>Commander's Flying Experience:</b>	520 hours (of which 66 were on type) Last 90 days - 5 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent enquiries	

The pilot made an approach to land on Runway 12 at Bembridge, an airfield he had not flown to before. The aircraft bounced on landing which surprised him. A second, harder bounce occurred before he flew a go-around. The second approach and subsequent landing were reported as smooth. After shutdown, the pilot noticed damage to the tips of the right propeller and a later inspection by an engineer identified a crease in the right wing.

The pilot reported that despite a smooth flight, a number of the passengers had become air sick and vomited. He considered that this was a distraction and may have

contributed to his reluctance to go around after the first bounce. He also stated that the runway had a downward slope which he was not expecting as it was not mentioned in his airfield reference material (a popular airfield guide and the local gliding club website). The pilot considered that whilst this was not causal, it contributed to the event.

The aircraft's weight and balance were within landing limits. The repair agency reported no evidence of pre-existing conditions that would have weakened the damaged area of the wing.