

ACCIDENT

Aircraft Type and Registration:	Piper PA-30 Twin Comanche, N7EY	
No & Type of Engines:	2 Lycoming IO-320-B1A piston engines	
Year of Manufacture:	1964	
Date & Time (UTC):	23 November 2007 at 1345 hrs	
Location:	Farley Farm Airstrip, Braishfield, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Left undercarriage detached, left wing and propeller damaged, engine shock loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	50 years	
Commander's Flying Experience:	524 hours (of which 65 were on type) Last 90 days - 31 hours Last 28 days - 0.5 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Approximately 40 metres into the takeoff roll, the aircraft veered to the right, departed the grass runway and entered a field, causing the left main landing gear to detach and the left wing and propeller to be damaged.

The pilot believed that the brakes may not have been fully released prior to commencing the takeoff roll.

History of the flight

The aircraft had been positioned at Farley Farm airstrip for a maintenance check and for various modifications to be carried out. This work had been completed and the purpose of the flight was to return the aircraft to its base at White Waltham. The weather conditions at the time

were good visibility and a light north-easterly wind. The condition of the grass runway was reportedly damp.

The pilot noted nothing abnormal during his pre-flight checks. He chose Runway 24 for takeoff as the wind was light and Runway 06 had an upslope. He checked the rudder and brakes during taxi and both performed satisfactorily. Whilst performing the pre-takeoff checks, the aircraft moved forward slightly so he reapplied the brakes. Given that there was a slight tailwind for the takeoff, the pilot brought the engines up to full power before releasing the brakes. Everything seemed normal, until about 40 metres into the takeoff roll, when the aircraft suddenly veered to the right, departed the runway

and entered a field. It travelled over rough ground, causing the left main landing gear to detach, resulting in damage to the left wing and propeller. The pilot was uninjured and shut down the aircraft prior to exiting in the normal manner.

On examining the tyre tracks in the grass, he concluded that the mainwheels had locked up during the takeoff

roll, possibly due to the brakes not having been fully released. In hindsight, he felt that it would have been prudent to check that the brakes were fully off, by allowing the aircraft to roll forward a short distance before commencing the takeoff roll.