AAIB Bulletin No: 7/2005 **Ref: EW/G2005/05/05** **Category: 1.3**

Aircraft Type and Registration:	American General AG-5B, G-BYDX	
No & Type of Engines:	1 Lycoming O-360-A4K piston engine	
Year of Manufacture:	1991	
Date & Time (UTC):	7 May 2005 at 1600 hrs	
Location:	Farley Farm, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Extensive	
Commander's Licence:	Private Pilot's Licence with Instrument Rating	
Commander's Age:	78 years	
Commander's Flying Experience:	3,458 hours (of which 610 were on type) Last 90 days - 8 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had flown from a private airstrip at Farley Farm to Lee-on-Solent Aerodrome to collect a passenger and return to the airstrip. Takeoff from Runway 24 at Farley Farm had been uneventful with a surface wind, assessed from the windsock, of north-westerly at 10 kt. The grass airstrip is approximately 700 metres long and is bounded by a hedge at the northern end and by trees at the southern end. There is a downslope from mid runway towards the southern end. With the physical characteristics of the airstrip, the preferred takeoff is from Runway 24 and the preferred landing is on Runway 06. The windsock is located close to the mid-point of the runway.

During his return flight, the pilot had checked the ATIS at Southampton. This broadcast gave the surface wind as 310º/10 to 12 kt but with large variations. On arrival at Farley Farm, the pilot assessed the wind to be similar to that he had experienced on takeoff and his passenger noted the windsock showing the surface wind at right angles to the runway. The pilot decided to land on Runway 06 and subsequently made a normal approach. Touchdown was near the mid-point of the runway and the pilot was unable to stop the aircraft before it struck a gate in the hedge at the end of the runway.

In an honest report, the pilot considered that the wind may have backed and strengthened during the approach and resulted in a tailwind for landing, which he had been too slow to appreciate. He assessed the most likely cause of the accident as "Hubris, leading to nemesis"