

## Piper PA-23-250, G-BBEW

**AAIB Bulletin No: 6/99 Ref: EW/G99/04/07      Category: 1.2**

**Aircraft Type and Registration:** Piper PA-23-250, G-BBEW

**No & Type of Engines:** 2 Lycoming IO-540-C4B5 piston engines

**Year of Manufacture:** 1973

**Date & Time (UTC):** 10 April 1999 at 1210 hrs

**Location:** Upham Farm, Hampshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Landing gear collapsed, both wingtips, tail fin and propellers damaged

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 46 years

**Commander's Flying Experience:** 645 hours (of which 53 were on type)

Last 90 days - 10 hours

Last 28 days - 7 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot had planned to fly from White Waltham to a private strip at Roughay Farm, Hampshire. The Southampton actual weather was checked at 1100 hrs and was given as W/V 230°/8 10km + Nil weather with broken cloud at 1,200 feet. The aircraft departed White Waltham at 1130 hrs and made an uneventful transit to the intended area of landing. The pilot, having identified a landing site matching the description of Roughay Farm and which he confirmed using a GPS with a four figure Grid Reference entered into it, made a dummy approach followed by a go-around.

It was intended to make an extended circuit to land but during the downwind leg, visibility dropped to 8 km in drizzle and the pilot lost sight of the landing strip. After some 5 minutes the weather improved to 15 km and the pilot re-identified the landing site advising Southampton ATC that he was landing.

A steeper approach than normal was carried out in order to clear some power lines. The aircraft touched down at the intended point on the uphill portion of the runway. On cresting the rise the

pilot expected to see 400 metres of runway remaining but instead noticed a fence crossing the strip 100 metres in front of him. Still having 50 kt of IAS he applied power, intending to clear the fence, both engines responded normally. The nosewheel contacted the first and second fence some 6 feet apart at which point the pilot saw a set of telephone cables further down the slope immediately ahead. The pilot raised the aircraft nose causing the aircraft to stall and drop the port wing which impacted the ground slewing the aircraft anti clockwise through 270° under the telephone cables without contacting them. The undercarriage collapsed and the aircraft was substantially damaged. Emergency drills were completed and there was no post crash fire. Both occupants were uninjured and exited the aircraft through the starboard door. The Emergency Services were on the scene within 10 minutes, the pilot having informed Southampton ATC by mobile telephone.

The pilot had incorrectly identified Phoenix Farm strip for Roughay Farm. Roughay is approximately half a mile west of Phoenix Farm. The pilot was not aware of the adjacent strip and was unable to see the fences or wires during his dummy approach.