

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-181 Cherokee Archer II, G-KITE	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4M piston engine	
<b>Year of Manufacture:</b>	1984	
<b>Date &amp; Time (UTC):</b>	3 May 2008 at 1935 hrs	
<b>Location:</b>	Popham Airfield, Hampshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Slight damage to propeller, engine shock-loaded, both wings torn off	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	249 hours (of which 249 were on type) Last 90 days - 6 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

After landing long on a wet grass runway, with a tailwind component, the pilot was unable to stop the aircraft. It ran through the boundary fence before being arrested by a substantial hedge, during which both wings were torn off.

end of the runway. The aircraft passed through the boundary fence, crossed one lane of an airfield access road beyond, and was arrested by a substantial hedge, which tore both wings from the fuselage.

**History of the flight**

The pilot reported that after changing radio frequency from Farnborough Radar to Popham, he was unable to raise any reply and, without first checking the windsock, elected to carry out a direct approach for Runway 26. The approach to this runway is offset, to avoid over-flying a petrol filling station close to the end of the runway, and the aircraft landed long. The grass surface was damp and the pilot found that he could not stop the aircraft in time before overrunning the

The pilot's assessment of the cause of the accident was commendably honest, attributing it to a combination of factors that included: a degree of tiredness after a two-day tour combined with "...a feeling that the end was in sight"; failure to observe the wind sock, which would have shown that the wind was approximately 9 kt from 150°, giving a tailwind component when landing on Runway 26; and the fact that the aircraft landed long, on damp grass.