

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-30A Twin Comanche, N7EY	
<b>No &amp; Type of Engines:</b>	2 Lycoming IO-320-B1A piston engines	
<b>Year of Manufacture:</b>	1969	
<b>Date &amp; Time (UTC):</b>	10 September 2017 at 1128 hrs	
<b>Location:</b>	Farley Farm Airstrip, Hampshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to right landing gear leg and minor damage to right aileron and flap	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	60 years	
<b>Commander's Flying Experience:</b>	1,793 hours (of which 864 were on type) Last 90 days - 42 hours Last 28 days - 8 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft landed on grass Runway 06, which had an upslope, in tailwind conditions. The pilot was not able to stop the aircraft before the end of the runway and it slid sideways into the hedge.

## History of the flight

The aircraft was being flown to Farley Farm Airstrip for a scheduled maintenance inspection. The pilot departed from White Waltham in the morning and flew around the Isle of Wight before turning on course towards Farley Farm.

The single runway at Farley Farm is orientated 06/24 and has a grass surface of 760 m in length. The airfield is bounded by trees at the western end and by a hedgerow at the eastern end; the field elevation is 460 ft amsl. There is a significant downslope on Runway 24 and thus, for most conditions, takeoffs are preferred from Runway 24 and landings are preferred on Runway 06. The windsock is located close to the mid-point of the runway. The weather conditions in the days preceding the accident were frequently wet; the pilot reported the runway surface was damp and soft.

The pilot had received a surface wind report at Southampton Airport, 6 nm to the south east, of 230° at 11 kt. He was familiar with Farley Farm and on his arrival he flew a low

pass overhead to check for model aircraft and to ensure that the runway was clear. He then joined the circuit for Runway 06.

The pilot reported having experienced some turbulence on the approach over the trees and touching down approximately 200 m into the runway. He applied the brakes but the aircraft did not decelerate as expected and at about 100 m before end of the runway he realised he would not stop. He attempted to ground loop the aircraft but it continued to slide ahead into the hedge. The right landing gear leg folded inwards but there were no injuries to the occupants and they were both able to vacate the aircraft unassisted.

The pilot assessed the cause of the accident as a possibly stronger than anticipated tailwind together with the damp condition of the grass, both of which would have contributed to the reduced braking performance.

The 1120 hrs METAR from Southampton Airport was: Surface wind from 230° at 15 kt, varying between 200° and 260°, visibility greater than 10 km, few cloud at 1,800 ft scattered cloud at 4,200 feet, temperature of 15°C and pressure 1001 hPa. An hour later, at 1220 hrs, the surface wind at Southampton Airport was reported as gusting to 26 kt.

In May 2005<sup>1</sup> there was a similar overrun accident on Runway 06 at Farley Farm whereby a tailwind was considered to have been a factor.

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**Footnote**

<sup>1</sup> Published in AAIB Bulletin 7/2005 [https://assets.publishing.service.gov.uk/media/5422f544e5274a1317000585/G-BYDX\\_07-05.pdf](https://assets.publishing.service.gov.uk/media/5422f544e5274a1317000585/G-BYDX_07-05.pdf)