

# Piper PA-30, G-ATXD

**AAIB Bulletin No: 9/97 Ref: EW/G97/06/17 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Piper PA-30, G-ATXD
<b>No &amp; Type of Engines:</b>	2 Lycoming IO-320-B1A piston engine
<b>Year of Manufacture:</b>	1966
<b>Date &amp; Time (UTC):</b>	22 June 1997 at 1327 hrs
<b>Location:</b>	Fairoaks Airport, Chobham, Surrey
<b>Type of Flight:</b>	Private (Training)
<b>Persons on Board:</b>	Crew - 2 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Damage to the leading edges of both wings, left propeller and pitot tube
<b>Commander's Licence:</b>	Basic Commercial Pilot's Licence with FI Rating
<b>Commander's Age:</b>	45 years
<b>Commander's Flying Experience:</b>	2,070 hours (of which 130 were on type) Last 90 days - 36 hours Last 28 days - 7 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft, which was fitted with brake pedals for use by the left seat occupant only, was engaged on an asymmetric training flight with a student in the left seat and instructor in the right seat. Prior to departure the student was comprehensively briefed on the flight details and use of the brakes. The weather at the time was fine with a wind of 280° to 310°/10 kt, scattered cloud at 3,000 feet and good visibility in light rain. The runway surface was damp.

The final approach to Runway 24 (LDA 800 metres with an asphalt surface) was flown in the normal manner with the aircraft achieving a speed of 90 mph as it crossed the threshold. The instructor reported that the work load on short finals was such that he did not notice, until late in the approach, that only half flap, instead of full flap, had been selected. He decided, however, not to select the remaining flap, as his previous experience had shown that there was sufficient landing distance available.

The aircraft 'ballooned' slightly during the flare and touched down 1/4 to 1/3 into the runway. After touchdown the instructor advised the student to brake and progressively move the control column rearwards to assist main wheel braking. As the aircraft passed the runway mid-point the instructor realised that braking was having no effect. He called for heavier braking and, realising that the aircraft would not stop in time, called for the emergency services. The aircraft overran the runway end and came to rest in a hedge on the airfield boundary. Both pilots, who were wearing lap and diagonal seat belts, vacated the aircraft without injury.

The instructor reported that the accident occurred due to the aircraft landing further into the runway than the ideal with only partial flap selected and with insufficient braking applied.