

DH87B Hornet Moth, G-ADNE

AAIB Bulletin No: 11/98 **Ref: EW/G98/08/13** **Category: 1.3**

Aircraft Type and Registration: DH87B Hornet Moth, G-ADNE

No & Type of Engines: 1 de Havilland Gipsy Major 1C piston engine

Year of Manufacture: 1936

Date & Time (UTC): 9 August 1998 at 1730 hrs

Location: Craysmarsh Farm, Melksham, Wiltshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Minor to wing leading edge and wing mounting point

Commander's Licence: Private Pilot's Licence

Commander's Age: 52 years

Commander's Flying Experience: 580 hours (of which 95 were on type)
Last 90 days - 7 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

On the day of the accident, a fly-in had been arranged at the farm strip for a small number of light aircraft. The weather was fine with a light wind blowing across the strip which was oriented North/South. Although some of the participating aircraft were fitted with radio, there was no ground/air communication facility available.

The accident aircraft took-off in a northerly direction and after a local flight returned to the strip for landing. The pilot elected to land in a northerly direction as it was his understanding that it had been agreed between the participating pilots that, for that day, all take offs and landings would be to the North. Before landing, he visually checked the circuit area but did not see any other aircraft. The landing was satisfactory, but towards the end of his landing roll, the pilot saw a Tiger Moth landing in the opposite direction. As the Tiger Moth did not appear to be taking any avoiding

action, the pilot of G-ADNE turned of the strip to the right and was unable to avoid colliding with a hay bale. Impact was at a low speed and the aircraft suffered only minor damage.

The pilot of the Tiger Moth stated that it was his understanding that the participating pilots had agreed that take offs would be in a northerly direction and landings in a southerly direction. On returning from a local flight, he visually checked the circuit area but did not see any other aircraft and landed in a southerly direction in accordance with what he believed to be the agreed procedure. He was unaware of G-ADNE until he saw it against a hay bale as he completed his landing run.

The pilot stated that all other aircraft both took off and landed in a northerly direction during the course of the day's flying. The visibility at the time of the accident was good but hazy and both aircraft were coloured red and silver. There had been a misunderstanding regarding the landing direction to be used and neither pilot had seen the other aircraft prior to landing.