

# Chipmunk 22 DHC 1, G-BCAH, 23 October 1996

**AAIB Bulletin No: 12/1996**

**Ref: EW/G96/10/15 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Chipmunk 22 DHC 1, G-BCAH
<b>No &amp; Type of Engines:</b>	1 De Havilland Gypsy Major 10 Mk 2 piston engine
<b>Year of Manufacture:</b>	1951
<b>Date &amp; Time (UTC):</b>	23 October 1996 at 1030 hrs
<b>Location:</b>	Near Shoreham Airport
<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>	Fabric tear on upper surface of right wing
<b>Commander's Licence:</b>	Commercial Pilot's Licence with IR and FI Ratings
<b>Commander's Age:</b>	33 years
<b>Commander's Flying Experience:</b>	2,300 hours (of which 80 were on type) Last 90 days - 70 hours Last 28 days - 25 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The aircraft was on a familiarisation flight for a foreign licenceholder who occupied the front seat. The instructor was in the rear seat and handled the aircraft for the take off at Shoreham. Weather for the flight was good with no significant cloud and a surface wind of 130°/ 15 kt. During the climb, the front seat pilot took control and carried out some general handling manoeuvres. He then asked the instructor to demonstrate some aerobatics and these were completed with no apparent airframe problems. With G-BCAH heading back for Shoreham, the front seat pilot asked if a spin could be demonstrated. The instructor agreed and climbed the aircraft up to 4,000 feet agl before entering a spin to the right. The entry was normal but, almost immediately there was a loud 'bang' from the right wing. Looking to his right, the instructor could see a small tear on the upper surface of the wing and immediately commenced a standard recovery. The aircraft recovered after approximately one and a half turns, and a normal recovery and landing was then made to Shoreham.

On the ground, the instructor found that there was a six inch tear in the fabric of the upper side of the right wing. He confirmed that there had been no evidence of damage during his pre-flight inspection, but that there were several patches on the fabric. Both wings are being re-covered.