

DHC-1 Chipmunk 22A, G-ARWB

AAIB Bulletin No: 2/98 Ref: EW/G97/10/23 Category: 1.3

Aircraft Type and Registration:	DHC-1 Chipmunk 22A, G-ARWB
No & Type of Engines:	1 De Havilland Gipsy Major 10MK.2 piston engine
Year of Manufacture:	1952
Date & Time (UTC):	17 October 1997 at 1323 hrs
Location:	Thruxton Airfield, Andover, Hampshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Damage to left wing, left landing gear, tailplane and elevator
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	61 years
Commander's Flying Experience:	15,036 hours (of which 1,700 were on type) Last 90 days - 7 hours Last 28 days - 3 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot was operating the aircraft from the rear seat with a passenger in the front. The weather was fine with good visibility and a surface wind of 160°/10 to 15 kt.

The pilot lined up for a departure from grass Runway 13 (750 x 31 metres). After the tailwheel had been raised, during the take-off roll, it became apparent that the aircraft had deviated to the right of the centreline. The pilot reported that the centreline white painted markings were partially overgrown and difficult to see from the rear cockpit when in a tail down attitude. As the aircraft approached the asphalt cross Runway, 07/25 (770 x 23 metres), it impacted firmly with an unseen obstacle and became airborne. The pilot initially believed that the impact had been due to the landing gear hitting the raised asphalt surface and as soon as he was airborne it was obvious that the aircraft had suffered substantial damage. The pilot informed ATC, carried out a circuit and landed successfully back on Runway 13. After landing he realised that the landing gear had collided with

the Abbreviated Precision Approach Path Indicators (APAPIs) installed to the left of Runway 07, and to the right of Runway 13 near the intersection.