

# De Havilland Aircraft Co Ltd. DHC-1 Chipmunk 22A, G-ARMC

<b>AAIB Bulletin No:</b>	<b>Ref: EW/G2001/08/14</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	De Havilland Aircraft Co Ltd. DHC-1 Chipmunk 22A, G-ARMC	
<b>No &amp; Type of Engines:</b>	1 De Havilland Gipsy Major 10 Mk.2	
<b>Year of Manufacture:</b>	1950	
<b>Date &amp; Time (UTC):</b>	21 August 2001 at 1630 hrs	
<b>Location:</b>	Westbury-sub-Mendip Airfield, Somerset	
<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 flaps, tail and tail wheel	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	62 years	
<b>Commander's Flying Experience:</b>	3,338 hours (of which 428 were on type)	
	Last 90 days - 46 hours	
	Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot made a normal approach and touchdown On Runway 29 at Westbury-Sub-Mendip. The surface wind was 200°/5 kt and the grass surface was dry. The runway was a narrow strip with hedges on both sides and a slight curve to the right when landing on Runway 29. There was an uphill gradient, which levelled off towards the end of the runway forming a slight crest beyond which the runway was not visible. As the tail wheel settled onto the runway, the pilot lost forward visibility and with no runway markings the aircraft drifted to the right. After approximately 100 metres, the right wing tip struck the hedge and the aircraft spun around to the right colliding with the hedge as it travelled backwards. The pilot was uninjured and exited the aircraft having slid back the canopy in the normal manner.

The pilots' assessment of the cause of the accident was that due to his loss of visual references he allowed the aircraft to drift to the right and contact the hedge.