

No: 12/92

Ref: EW/G92/09/25

Category: 1c

Aircraft Type and Registration: DH82A Tiger Moth, G-ANRM

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

Year of Manufacture: Not known

Date & Time (UTC): 28 September 1992 at 1145 hrs

Location: Clacton Airfield, Essex

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Severe damage to forward fuselage, left lower wing and left landing gear

Commander's Licence: Commercial Pilot's Licence with Instructor rating

Commander's Age: 63 years

Commander's Flying Experience: 10,881 hours (of which 92 were on type)
Last 90 days - 181 hours
Last 28 days - 75 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

After starting-up, the engine had been at idle and taxi power for sufficient time, in the pilot's opinion, for the engine to have warmed-up properly. Before take-off, the pilot had completed the magneto checks and other pre-flight checks satisfactorily. The aircraft was then lined-up and power applied for the take-off.

However, as the aircraft became airborne, the engine lost power to the extent that the aircraft would not climb. The pilot closed the throttle to land back on the remaining runway length but, since he was unable to reduce the high rate of descent which had then developed, the aircraft landed heavily causing severe structural damage. The pilot and his passenger were uninjured and were able to vacate the aircraft unaided.

The aircraft had been observed, by witnesses on the airfield, to have been running at low engine power for a longer length of time than is customary. The Gipsy Major engine has a reputation for 'fouling' of its spark plugs after prolonged idling, which can lead to power loss shortly after a demand for full

power. Such fouling may be cleared by ground running at high power, but to accomplish this the Tiger Moth main wheels require to be chocked.

The engine was ground-run after the accident and, after a 'hesitant' start, reportedly ran roughly for about half-a-minute before clearing. The engine had been reconditioned some 230 engine hours before the accident, during which it was fitted with steel valve seats, compatible for use with 100LL fuel. The magnetos had been overhauled shortly thereafter and when the aircraft was subjected to its Annual Inspection, 18 hours before the accident, the magneto points had again been renewed.