

ACCIDENT

Aircraft Type and Registration:	DH82A Tiger Moth, G-AOHY	
No & Type of Engines:	1 De Havilland Gipsy Major MK 10-1 piston engine	
Year of Manufacture:	1939 (Serial no: 3850)	
Date & Time (UTC):	24 May 2012 at 1345 hrs	
Location:	Wickenby Airfield, Lincolnshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damage to propeller, wings and tail section, engine shock-loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	15,093 hours (of which 23 were on type) Last 90 days - 44 hours Last 28 days - 20 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was approaching a grass landing area of restricted length with an inoperative airspeed indicator. It became low on final approach and struck standing crops immediately before the landing area, pitching forward and coming to rest inverted. Although experienced, the pilot had limited recent training or experience on type.

History of the flight

The purpose of the flight was to provide a trial lesson. Apart from a little haze, the weather conditions were fine, with a surface wind from 050° at 10 kt. Wickenby had two paved runways, orientated 03/21 and 16/34. G-AOHY was to operate from a triangular shaped

area of grass formed in the northern angle between the runways, which provided a landing distance of about 200 m.

During the pilot's pre-flight preparation, he was somewhat distracted by the discovery that the aircraft's compass ring was missing, which left the aircraft without a useable compass. During takeoff, the pilot's attention was entirely outside the cockpit and he did not realise that the needle of the airspeed indicator had detached and was lying loose inside the instrument, leaving only the needle stub with which to estimate airspeed.

With no other nearby airfields suitable for a grass landing, the pilot prepared for an approach to the grass area at Wickenby. The approach was made at an estimated 54 kt, the pilot being aware that he could not afford to be too fast with only a restricted landing area and in an aircraft without wheel brakes. The aircraft became low on the approach in the latter stages and, despite the pilot applying full power, the landing gear struck standing crops at the edge of a field immediately before the landing area.

The aircraft pitched nose-down and came to rest inverted, just clear of the crops. The propeller was destroyed and damage was sustained to the wings and tail section. There was no damage to the open cockpit

area and the two occupants were able to escape the aircraft. The airfield fire and rescue crew responded immediately, joined later by the civil emergency services.

Although very experienced, the pilot observed that he had limited experience on the Tiger Moth. He had originally flown it in 1964 and had only a brief conversion back to type in 2010. Since that time he had flown only 12 hours on type at irregular intervals, and had carried out only one landing on type in the eight months prior to the accident. The pilot considered that his lack of currency on type and limited recent training were contributory factors in the accident.