

No: 3/89

Ref: EW/G89/01/01

Category: 1c

**Aircraft Type
and Registration:**

DH 82A TIGER MOTH, G-AKUE

No & Type of Engines:

1 Gipsy Major Series 1 piston engine

Year of Manufacture:

Rebuilt 1988

Date and Time (UTC):

2 January 1989 at 1120 hrs

Location:

Bryngwyn Bach Farm, Nr St Asaph, Clwyd

Type of Flight:

Private

Persons on Board:

Crew - 1

Passengers - 1

Injuries:

Crew - Minor

Passengers - Serious leg injuries

Nature of Damage:

Destroyed

Commander's Licence:

Private Pilot's Licence

Commander's Age:

36 years

**Commander's Total
Flying Experience:**

241 hours (of which 53 hours were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

The aircraft was taking off from a farm field into a south westerly wind, estimated at 5 kt. The field was 180 metres amsl with an upslope towards the south west, where there was a hill 290 metres amsl approximately 1 km from the field.

During take-off the aircraft started to swing to the right but the pilot was unable to correct it. He decided that he could not abandon the take-off safely, and continued to lift off into an initial climb. He managed to clear the nearby trees but was then unable to achieve a satisfactory climb performance and was also experiencing difficulty in controlling the aircraft. The right wing dropped, which the pilot attributed to turbulence from the hill, and corrected by use of opposite aileron. The right wing then stalled and the aircraft pitched nose down, turning to the right and crashed on the edge of the field. The front seat passenger received serious injuries to his legs, arm, and jaw, the pilot suffered minor injuries to his nose and face. The emergency services were reported to be on the scene very quickly.

Before take-off the aircraft had been taxied across a patch of soft uneven ground where a hedge had been removed, and the tail skid marks were most pronounced in this area. After the accident a considerable quantity of mud and other debris were found on the tail skid mount and the tail area was found to be deformed upwards. The aircraft is thought to have been built in the late 1930's and was not fitted with leading edge slats.