

DH82A Tiger Moth, G-AOIS

AAIB Bulletin No: 12/2002	Ref: EW/G2002/08/03	Category: 1.3
Aircraft Type and Registration:	DH82A Tiger Moth, G-AOIS	
No & Type of Engines:	1 De Havilland Gipsy Major 1 piston engine	
Year of Manufacture:	1939	
Date & Time (UTC):	5 August 2002 at 1344 hrs	
Location:	Sherburn-in-Elmet airfield, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to engine and landing gear	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	78 years	
Commander's Flying Experience:	658 hours (of which 200 were on type)	
	Last 90 days - 4 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was planning to take off on grass Runway 29; a strip with a take off run available (TORA) of 616 metres. It had rained heavily for the previous two days and although dry on the day of the occurrence, the surface was noticeably soft. The pilot reported that he was unhappy with the aircrafts acceleration on the first take-off attempt and aborted at an early stage in the take-off roll. Later, with the aircraft chocked, he tested the engine up to 2,000 rpm and, satisfied with its response, taxied back to Runway 29 threshold and commenced a second take off. After a longer than usual roll, the aircraft became airborne but its rate of climb was minimal. With an industrial estate ahead of him the pilot elected to turn slightly to the right and landed heavily on the grass area close to the end of Runway 29 in the overshoot area for Runway 24 (Runways 29 and 24 meet at their overshoot ends). The pilot and passenger vacated the aircraft without injury. Throughout, the aircraft reached a maximum height of 30 feet.

It was reported that at the time of the accident the primary fire crew were grass cutting and were unable to hear the crash alarm. The secondary crew, however, responded to the emergency on their own initiative. The airfield has subsequently amended its procedures and made it mandatory for the duty crew always to be within aural range of the crash alarm.

The pilot assessed the cause of the accident as being due to the degradation of the aircraft's performance brought about by the combination of a heavy weight passenger (210 lb) and the sticky surface conditions. A subsequent inspection of the engine revealed no evidence of any fault.