

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	DH82A Tiger Moth, G-AGYU	
<b>No &amp; Type of Engines:</b>	1 De Havilland Gipsy Major 1C piston engine	
<b>Year of Manufacture:</b>	1941 (Serial no: 85265)	
<b>Date &amp; Time (UTC):</b>	27 July 2012 at 1700 hrs	
<b>Location:</b>	Airstrip 5 nm east of Retford, Nottinghamshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller, landing gear, right wings and forward fuselage. Damage to private car and caravan.	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	22,000 hours (of which 54 were on type) Last 90 days - 49 hours Last 28 days - 17 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The flight was the second in a series of conversion training flights, and was to consist of visual circuits. The plan was for the instructor to complete the first circuit and landing. The private airstrip was 550 m long and orientated 02/20 with the 02 direction in use. The weather was fine, with a surface wind from the west-north-west at 5 to 10 kt.

The aircraft experienced unexpected sink during the first approach and touched down closer to the beginning of the strip than expected. After a brief discussion, the instructor assessed there was sufficient distance

remaining to for his student to carry out a takeoff. However, he had misjudged how far forward the aircraft had rolled and how much it had slowed. He also forgot to take into account an upward slope at the end of the strip, such that the aircraft became airborne but was unable to gain height.

The instructor took control and abandoned the takeoff. The aircraft collided with a vehicle parked near the far end of the strip as well as a caravan and a hedge at the field boundary. Both occupants were uninjured and able to vacate the aircraft in the normal manner.