

**AAIB Bulletin No:** 7/95      **Ref:** EW/G95/05/20      **Category:** 1.3

**Aircraft Type and Registration:** DH82A Tiger Moth, G-ANFI

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

**Year of Manufacture:** 1941

**Date & Time (UTC):** 18 May 1995 at 1630 hrs

**Location:** Old Warden Airfield, Bedfordshire

**Type of Flight:** Private

**Persons on Board:** Crew - 2      Passengers - None

**Injuries:** Crew - 1 Minor      Passengers - N/A

**Nature of Damage:** Damage to propeller, lower wings, and right main landing gear

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 38 years

**Commander's Flying Experience:** 160 hours (of which 57 were on type)  
Last 90 days - 9 hours  
Last 28 days - 7 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The owner of the aircraft was the handling pilot at the time of the accident. He was accompanied by another pilot, who held a flying instructor rating and had a total of 11,449 hours flying experience, of which over 400 hours were on type. After undertaking some local flying, it was decided to practice some circuits. The accident occurred on the second circuit while practising what was described as a performance/precautionary approach for a final landing.

The initial part of this approach was judged to be too high to achieve a touchdown near the threshold of Runway 04. Power was reduced to correct the glidepath, and then increased in order to maintain it and to reduce the rate of descent. Approaching the threshold, it was realised that the rate of descent was too great and more power was applied. This did not prevent the tailskid from contacting a wooden fence post on the downwind side of a minor road adjacent to the airfield boundary. The aircraft crossed the road and the main landing gear contacted the wooden airfield boundary fence. The aircraft pitched down onto its nose, impacting the ground several yards into the airfield, but short of the threshold.

The propeller disintegrated, both lower wings were damaged, and the right main landing gear was fractured. The aircraft remained on its nose without turning over. There was no fire, and the occupants vacated after completing the appropriate emergency drills.

The wind was reported as northerly at 5 to 10 kt. The pilot attributed the cause of the accident to an error of judgement.