

No: 11/91 **Ref: EW/G91/08/21** **Category: 1c**

Aircraft Type and Registration: De Havilland DH82A Tiger Moth, G-ANKK

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

Year of Manufacture: 1941

Date & Time (UTC): 18 August 1991 at 1623 hrs

Location: Woburn Park, Bedfordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to landing gear, both lower main planes, propeller and lower side of engine cowl

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 64 years

Commander's Flying Experience: 6,830 hours (of which 130 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

During take off from the grass strip, with the tail wheel raised, the aircraft encountered an area of rough ground causing it to jolt severely and bounce. Whilst temporarily airborne the aircraft became difficult to control with a tendency to yaw to the right. Directional control was regained and, as the aircraft settled back onto the grass, its rate of acceleration appeared to reduce. The pilot then attempted to unstick the aircraft several times eventually becoming airborne only for a short period. Considering that he now had insufficient runway length remaining within which to stop, a further attempt at take off was made. As the aircraft became airborne and crossed a road situated adjacent to the airstrip boundary, its left lower wing struck a road traffic sign. The aircraft came to rest on a two foot bank some 50 yards beyond the road. The pilot and passenger, who were both wearing lap and diagonal upper torso restraints, vacated the aircraft through the open cockpit without injury. Examination of the airstrip by the pilot the following day revealed a grass covered hole one foot deep in the area of rough ground. The pilot considered that contact with this hole may have put the landing gear out of track increasing the rolling friction and reducing the take off performance. He also considered that during the initial jolt he may have inadvertently reduced the throttle setting thereby further affecting the aircraft's performance. The weather at the time was fine with a light and variable wind.