

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	DH82A Tiger Moth, G-ADGT	
<b>No &amp; Type of Engines:</b>	1 de Havilland Gipsy Major 1F piston engine	
<b>Year of Manufacture:</b>	1935	
<b>Date &amp; Time (UTC):</b>	18 July 2010 at 1031 hrs	
<b>Location:</b>	Lashenden (Headcorn) Aerodrome, Kent	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - 2 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Wings and landing gear separated from aircraft, forward fuselage and propeller damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	450 hours (of which 97 were on type) Last 90 days - 4 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Whilst landing in crosswind conditions the aircraft bounced to the right of the runway centreline and despite the commander taking control, he was unable to prevent the aircraft colliding with the airfield boundary hedge.

**History of the flight**

The purpose of the flight was for the commander, who was a club check pilot, to endorse a club pilot for crosswind operations in the aircraft, using Runway 29 at Headcorn Aerodrome. Surface wind conditions were estimated to be 12 kt from 220°; however, meteorological conditions were favourable for generation of thermals, causing gusts in the surface wind.

After completing a series of circuits, during which the commander described the club pilot as being slightly 'behind' the aircraft, the club pilot positioned the aircraft for final approach to Runway 29. The aircraft drifted right of the runway centreline and was too high during the approach. The club pilot attempted to correct the drift by lowering the into-wind wing. However, the sink rate increased and the aircraft touched down at approximately 60 kt, resulting in a bounce to the right of the runway centreline. During the subsequent go-around the aircraft continued to drift further right of the runway in a nose-high attitude. Despite the commander taking control and applying full power, the right wingtip contacted the ground, causing the aircraft

to ground loop to the right and subsequently collide with the airfield boundary hedge. The wings, landing gear and forward fuselage were extensively damaged in the ensuing impact, however both occupants were

able to leave the aircraft having only sustained minor injuries. A fuel leak occurred due to disruption of the fuel lines upstream of the fuel shutoff valve but there was no fire.