

ACCIDENT

Aircraft Type and Registration:	DH82A Tiger Moth, G-ANMY	
No & Type of Engines:	1 De Havilland Gipsy Major I piston engine	
Year of Manufacture:	1942	
Date & Time (UTC):	5 June 2008 at 0935 hrs	
Location:	Land Mead Farm Strip, near Abingdon, Oxfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, engine cowling, tailplane and upper wings	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	66 years	
Commander's Flying Experience:	15,748 hours (of which 29 were on type) Last 90 days - 16 hours Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft encountered previously unnoticed standing water during its takeoff roll from a grass airstrip. The water and associated soft ground caused a marked deceleration and the aircraft pitched forward, coming to rest inverted. The pilot and his passenger were uninjured and there was no fire.

History of the flight

Aware that heavy rain had fallen two days before, the pilot examined the full length of the main east-west grass runway in preparation for a takeoff. Although there were patches of water at the extreme western end and around the periphery of the runway, he found that the central portion was well drained and firm.

By the time the aircraft was ready for departure the wind had changed and now favoured a takeoff to the south from an adjacent grass takeoff area. The pilot reported that the ground on this alternative area was firm underfoot and that looking ahead, as far as he could see, there appeared to be no problems with the surface conditions. Initially the takeoff run was normal but at about 35 kt the aircraft crested a small rise and encountered an area of previously unseen standing water. The water and associated soft ground caused a marked deceleration and the aircraft pitched forward, coming to rest inverted. The pilot and his passenger were uninjured and there was no fire.

In a commendably honest report, the pilot acknowledged that the accident could have been avoided if he had walked the entire length of the takeoff area and not relied on a visual assessment. Also, he considered that the aircraft might not have inverted if he had closed the throttle the moment that he sensed the deceleration.