

De Havilland DH82A Tiger Moth, G-AOJJ

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Category: 1.1

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

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

Year of Manufacture: 1942

Date & Time (UTC): 8 July 2001 at 1259 hrs

Location: Chichester Airfield, Goodwood, West Sussex

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Wings and tail broken off. Parked light aircraft destroyed

Commander's Licence: Private Pilots Licence with IMC Rating

Commander's Age: 43 years

Commander's Flying Experience: 303 hours (of which 15 were on type)

Last 90 days - 39 hours

Last 28 days - 14 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was taking off from Runway 32 at Goodwood with the surface wind reported as 260° at 10 kt. During the ground run the pilot had some difficulty in keeping the aircraft straight and, as the speed increased, the aircraft drifted to the right side of the runway. In order to avoid contact with the runway edge boards and having what appeared to be sufficient airspeed the pilot rotated the aircraft off the runway. As the aircraft became airborne a gust of wind raised the left (upwind) wing and the aircraft turned to the right towards some rows of parked aircraft. With the aircraft barely climbing, the pilot checked the airspeed, which indicated 45 kt. He maintained the aircraft attitude

in order to try and climb clear of the parked aircraft. The pilot could not abort the take-off due to the parked aircraft below and he was unable to turn steeply left due to his low height. With full power applied, the aircraft was not climbing, possibly due to a downwind component, and in order to avoid a hangar which was immediately ahead, the pilot turned to the right. This resulted in the right wing contacting the ground followed by the nose. The aircraft also struck the wing of a parked aircraft and somersaulted forwards coming to rest inverted. The pilot and passenger were evacuated without injury.

The pilot concluded that in an effort to avoid the obstacles to his right he had attempted to climb away too early with the crosswind, which may have been gusting. He considered that he should have requested the use of Runway 28.