

ACCIDENT

Aircraft Type and Registration:	DH82a Tiger Moth, G-AXXV (DE992)	
No & Type of Engines:	1 De Havilland Gipsy Major 1C piston engine	
Year of Manufacture:	1944	
Date & Time (UTC):	19 June 2007 at 1358 hrs	
Location:	Membury Airstrip, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, engine shock-loaded, damage to right upper and lower left wings	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	564 hours (of which 507 were on type) Last 90 days - 11 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was landing on a grass airstrip when it was caught by a gust of wind, causing it to rotate to the right and come to rest on its nose.

to the right before nosing into the ground. It remained in this nose-down attitude as the occupants climbed out, shutting the aircraft down as they did so.

History of the flight

The aircraft was being flown to Membury Airstrip to have some minor maintenance carried out. The approach was made towards a mown grass strip on the airfield, which afforded a landing almost into the easterly wind. This was described by an observer as "gusty". The pilot was not aware of any drift during the approach, although flight conditions were "a little bumpy" and, just as the aircraft was about to touch down, the left wing lifted suddenly. This caused the aircraft to rotate

The pilot attributed the event to a sudden and unexpectedly strong gust that caught the aircraft during the landing flare. He additionally commented that the aircraft heading may have been less aligned with the wind direction than he had thought, which may have accounted for the left wing being affected. Finally, he noted that, given the conditions, he might have considered reducing the gust response of the aircraft by 'wheeling' it onto the ground, (which results in a slightly higher landing speed) rather than attempting a three-point landing.