

No: 1/89

Ref: EW/G88/10/07

Category: 1c

Aircraft Type and Registration: DH82A Tiger Moth G-ASKP

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

Year of Manufacture: 1935

Date and Time (UTC): 10 October 1988 at 1705 hrs

Location: Redhill Aerodrome

Type of Flight: Private (Pleasure)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial - to lower right wing, right main gear, right tailplane

Commander's Licence: Private Pilot's Licence

Commander's Age: 42 years

Commander's Total Flying Experience: 487 hours (of which 77 hours were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot, and AAIB field enquiries.

The pilot was practising aerobatics approximately 1 mile north of Bletchingley, Surrey and during a loop the engine stopped. A successful forced landing was carried out in a field containing cows and the engine restarted by the pilot. He then took off and returned to Redhill. Several single strand electric fences were damaged during these manoeuvres. G-ASKP (KP) rejoined the circuit at Redhill and the pilot was advised that the aircraft was number 4 in the pattern, following 3 Cessna 152 aircraft for landing on runway 19.

The aircraft was cleared to land and the pilot states that he intended landing on the displaced threshold. He checked that the perimeter track was clear before initiating a sideslip to the left, and continuing his approach looking out of the left side of the aircraft. Just as the pilot eased out of the sideslip prior to landing, the right side of the aircraft struck a van which was travelling on the perimeter track from the pilot's right to left. The aircraft swung to the right 180° before coming to rest on the grass. The aircraft was substantially damaged along the right side, and the top left side of the van was also substantially damaged and the windscreen smashed. The pilot and driver were uninjured, and there was no fire

Runway 19 has a displaced threshold of 151 metres both for the purposes of terrain clearance on the approach and to allow the passage of vehicles round the northern perimeter track. There are traffic lights on the perimeter track either side of the runway 19 threshold specifically positioned to expedite helicopter operations.

The AFISO had seen the 3 previous aircraft approach and touchdown beyond the displaced threshold, and states that KP was on the same approach path as the earlier aircraft. In order to expedite the vehicle's progress which were holding on the red lights on the perimeter track, he changed the lights to green, but KP then commenced a sideslip and hit the van that was crossing the extended runway centreline.

The aerodrome was inspected on 27 April 1986, and in a letter from the CAA's Directorate of Aerodrome Standards dated 2 May 1986, concern was experienced that pilots were landing short of the displaced threshold of runway 19. It was also suggested that a warning be promulgated in the AIP referring to the displaced threshold. As a result of the letter, a Redhill Aerodrome Circular 2/86 dated 6 May 1986 was circulated to all user organisations reminding them of the displaced threshold, and warning pilots that it was prohibited to land short. A warning was also contained in the Aerodrome Flying Regulations, a copy of which was held by the aircraft operator.

At the time of the accident there was no specific warning of the runway 19 displaced threshold in the AIP or Pooley's Flight Guide. The only published indication of this was the declared Landing Distance Available of 699 metres on an 850 metres long runway.