ACCIDENT

Aircraft Type and Registration:	1) DH82A Tiger Moth, G-ACDC 2) Avions Pierre Robin CEA DR400/140B, G-BFJZ
No & Type of Engines:	1) 1 De Havilland Gipsy Major 1F piston engine 2) 1 Lycoming O-320-D2A piston engine
Year of Manufacture:	1) 1933 (Serial no: 3177) 2) 1978 (Serial no: 1290)
Date & Time (UTC):	3 September 2014 at 1410 hrs
Location:	Headcorn Aerodrome, Kent
Type of Flight:	1) Private 2) N/A
Persons on Board:	1) Crew - 1 Passengers - 1 2) Crew - None Passengers - None
Injuries:	1) Crew - None Passengers - None 2) Crew - N/A Passengers - N/A
Nature of Damage:	1) Propeller, cowling and lower wing leading edge 2) Propeller and engine cowling
Commander's Licence:	1) Commercial Pilot's Licence 2) N/A
Commander's Age:	1) 42 years 2) N/A
Commander's Flying Experience:	1) 399 hours (of which 49 were on type) Last 90 days - 2 hours Last 28 days - 2 hours 2) N/A hours (of which N/A were on type) Last 90 days - N/A hours Last 28 days - N/A hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot reported that, after landing, he was taxiing towards the hangar to park his aircraft. To reach his intended parking area, it was necessary for his aircraft to pass along a concrete taxiway, between a helicopter that had just landed and another aircraft which had just started its engine. The reported wind strength was 15 kt and the aircraft was taxiing downwind. The pilot found directional control of the aircraft, which was fitted with a tail skid, difficult whilst downwind; furthermore, the concrete provided little friction to help control the aircraft's speed. The aircraft was not fitted with brakes and the pilot was unable to prevent his aircraft from taxiing into G-BFJZ, causing damage to both aircraft. The pilot was unhurt and, after making the aircraft safe, he and his passenger vacated it normally.

The pilot considered that, had he stopped earlier, he would not have been caught out taxiing on the concrete in gusty conditions.