

ACCIDENT

Aircraft Type and Registration:	1) DH82A Tiger Moth, G-ANNG 2) Avions Pierre Robin CEAD R300/180R, G-BVYM
No & Type of Engines:	1) 1 De Havilland Gipsy Major I piston engine 2) 1 Lycoming O-360-A4M piston engine
Year of Manufacture:	1) 1942 (Serial no: 85504) 2) 1972 (Serial no: 656)
Date & Time (UTC):	13 May 2017 at 1315 hrs
Location:	Old Sarum Airfield, Wiltshire
Type of Flight:	1) Training 2) Private
Persons on Board:	1) Crew - 1 Passengers - 1 2) Crew - 1 Passengers - 1
Injuries:	1) Crew - None Passengers - None 2) Crew - None Passengers - None
Nature of Damage:	1) G-ANNG, damage to leading edge of left wing 2) G-BVYM, damage to leading edge of left wing, propeller, spinner and engine cowl
Commander's Licence:	1) Airline Transport Pilot's Licence 2) Unknown
Commander's Age:	1) 56 years 2) Unknown
Commander's Flying Experience:	1) 7,460 hours (of which 75 were on type) Last 90 days - 183 hours Last 28 days - 73 hours 2) Unknown
Information Source:	Aircraft Accident Report Form submitted by the pilot of G-ANNG and additional enquiries made by the AAIB

G-ANNG was parked to the northern side of Runway 06/24. Runway 24 was in use and the wind was from 210° at 16 kt, requiring the pilot to turn left from his parking position to taxi towards the active runway.

After he had started the engine, the pilot reported that a fair amount of power was required to start the aircraft rolling across the grass surface, which was firm and dry, leaving an excess of speed as he commenced his turn. During the turn, the aircraft continued turning to the left towards an area of parked aircraft, and the pilot attempted to use a burst of power and

full right rudder to avoid a collision. However, this was insufficient to turn the aircraft, which had a tailskid and was not equipped with brakes. The pilot switched the engine off before G-ANNG rolled into a stationary Robin DR300 aircraft. The Robin's engine was not running as the two people on board were conducting pre-start checks. The occupants of both aircraft were uninjured and were able to vacate their aircraft normally without assistance.

The pilot of G-ANNG attributed the accident to taxiing with a quartering tailwind and the application of full nose-right rudder having the opposite effect to that intended, combined with the minimal braking or steering provided by the firm and dry ground.