

**ACCIDENT**

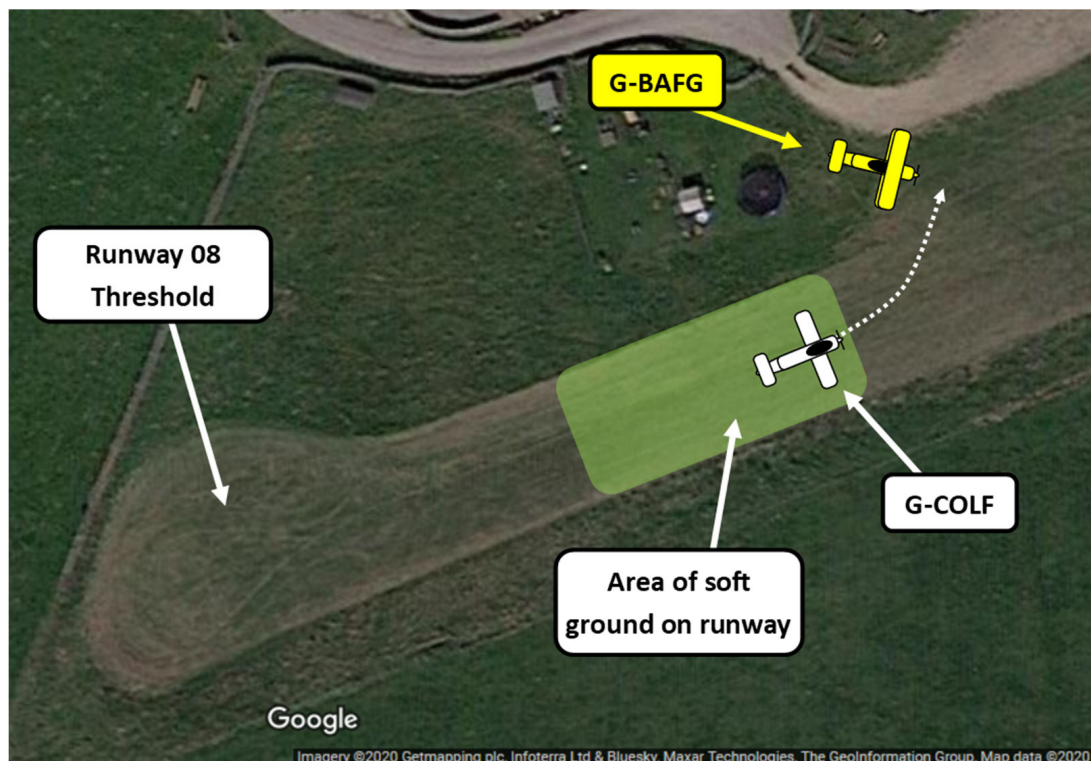
<b>Aircraft Type and Registration:</b>	1) Bristell NG5 Speed Wing, G-COLF 2) DH82A Tiger Moth, G-BAFG
<b>No &amp; Type of Engines:</b>	1) 1 Rotax 912ULS piston engine 2) 1 De Havilland Gipsy Major 1F piston engine
<b>Year of Manufacture:</b>	1) 2015 (Serial no: 14045-2762) 2) 1942 (Serial no: 85995)
<b>Date &amp; Time (UTC):</b>	12 July 2020 at 1350 hrs
<b>Location:</b>	Private Strip, Birdsedge, Yorkshire
<b>Type of Flight:</b>	1) Private 2) Private
<b>Persons on Board:</b>	1) Crew - 1                      Passengers - 1 2) Crew - 1                      Passengers - 1
<b>Injuries:</b>	1) Crew - None                  Passengers - None 2) Crew - None                  Passengers - None
<b>Nature of Damage:</b>	1) Wing and tailplane 2) Wing
<b>Commander's Licence:</b>	1) Light Aircraft Pilot's Licence 2) Air Transport Pilot's Licence
<b>Commander's Age:</b>	1) 81 Years 2) 37 Years
<b>Commander's Flying Experience:</b>	1) 1,117 hours (of which 455 were on type) Last 90 days - 16 hours Last 28 days - 8 hours  2) 10,000 hours (of which 3 were on type) Last 90 days - 1 hour Last 28 days - 0 hours
<b>Information source:</b>	Aircraft Accident Report Forms submitted by the pilots

**History of the flight**

While backtracking, the pilot of G-COLF noticed an area of undulating soft ground across Runway 08 (Figure 1). After turning around at the threshold, he taxied forwards to position beyond the area before starting his takeoff. While crossing the soft ground the aircraft became bogged down and the pilot applied increasingly more power to overcome the resistance. G-COLF's power setting increased to such a level that bystanders thought it was starting its takeoff run. They then saw the nosewheel castor left before the aircraft veered off the runway and collided with G-BAFG on the adjacent grass parking area. The pilot of G-COLF believed his aircraft may have become stuck in a rut on the runway,

leading to the left wheel spat digging into the ground and causing the aircraft to pivot under power. The proximity of G-BAFG to the runway edge meant that the accident pilot had little time to react before the collision.

By their nature, unlicensed airfields can have their own specific hazards that pilots need to be alert to. In this case, parked aircraft near the runway and high power to avoid bogging down in undulating soft ground were catalysts for an accident.



**Figure 1**

Approximate parked position of G-BAFG and G-COLF's ground track