

# DH82A Tiger Moth, G-ASKP

## AAIB Bulletin No: 1/97 Ref: EW/G96/10/05 Category: 1.3

<b>Aircraft Type and Registration:</b>	DH82A Tiger Moth, G-ASKP
<b>No &amp; Type of Engines:</b>	1 De Havilland Gipsy Major 1C piston engine
<b>Year of Manufacture:</b>	1935
<b>Date &amp; Time (UTC):</b>	12 September 1996 at 15.30 hrs
<b>Location:</b>	Westbury-Sub-Mendip Airfield, Nr Wells, Somerset
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Substantial to rudder, left upper wing and engine mounts
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	57 years
<b>Commander's Flying Experience:</b>	1,300 hours (of which 300 were on type) Last 90 days - 45 hours Last 28 days - 9 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft landed on grass Runway 11 which is located on the site of a disused railway line and is positioned along the length of a raised embankment. The runway is 540 metres long x 20 metres wide with a 'sharp down gradient extending for 30 metres at 120 metres from runway 11 threshold'. The wind sock indicated at the time a surface wind of 065°/05 kt.

As the aircraft slowed at the end of its landing ground roll it turned to the right and rolled down the embankment, pitching inverted at the bottom of the slope. The pilot had already stopped the propeller thus minimising damage to the engine. Both the pilot and passenger, who were wearing full harnesses, vacated the aircraft without injury.

The pilot reported that with a cross wind from the left he would have expected the aircraft to weathercock to the left but he was unable to control a turn in the opposite direction. He believes that a puncture in the right-hand tyre may have contributed to the cause.