

Aircraft type and registration: Tiger Moth DH82A G-ASKP (light single engine aircraft)

Year of Manufacture: 1935

Date and time (GMT): 27 January 1985 at 1253 hrs

Location: Redhill Aerodrome

Type of flight: Pleasure

Persons on board: Crew — 1 Passengers — None

Injuries: Crew — Minor Passengers — None

Nature of damage: Extensive to both wing assemblies and nose. Slight to parked vehicle.

Commander's Licence: Private Pilot's Licence with IMC rating.

Commander's Age: 58 years

Commander's total flying experience: 481 hours (of which 37 were on type)

Information Source: Aircraft Accident Report Form submitted by pilot.

After completing his pre-flight inspection and checks, the pilot started the engine, and subsequently carried out an engine run-up and magneto checks. Significant weather included a surface temperature of 0°C, visibility of 8 km, cloud base 2000 ft, and an approaching warm front.

The aircraft took off on a temporary grass runway parallel to runway 08, and at 100 ft agl just over the commencement of the overshoot area, the engine lost power although the propeller continued to rotate. The pilot lowered the nose to maintain speed, checked the fuel cock, and considered landing ahead in the overshoot area. However, sufficient power was regained to achieve a slight gain in height. As the aircraft was close to the end of the overshoot area, and power was available, the pilot initiated a turn to the right intending either to land back in the overshoot area or complete a short circuit. Halfway through the turn power was again lost, and the pilot states that there was insufficient height to maintain speed and complete the turn. The aircraft struck the ground in a nose down left wing low attitude immediately adjacent to a hangar, and suffered extensive damage to the nose and wing assemblies. A parked car also suffered some damage. The pilot received only slight injuries.

The engine was examined later and no obvious cause of a malfunction was found. It was also established that the aircraft was carrying sufficient fuel for the intended flight.