

No: 10/86

Ref: 1b

Aircraft type and registration: Druine D62A Condor G-AWSS

No & Type of engines: 1 Rolls Royce Continental 0-200-A piston engine

Year of Manufacture: 1969

Date and time (UTC): 24 August 1986 at 1415 hrs

Location: Delny Ranch House, Kildray, Inverness, Scotland

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Substantial damage to propeller, minor damage to right wing leading edge

Commander's Licence: Private Pilot's Licence

Commander's Age: 38 years

Commander's Total Flying Experience: 748 hours (of which 150 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Inverness (Dalcross) airfield with the pilot and one passenger on board. They flew in the local area to the north of the airfield and the pilot decided to practice field landings into some fields he had used before for this purpose.

Having performed two touch-and-go landings in each of a number of fields, they decided to look at two fields which a farmer friend had mentioned as possibly suitable for an aircraft to land in. Deciding that the first field appeared somewhat short, the pilot elected to overfly it at low altitude and make an approach on the second field.

Noticing a set of cables across the approach to the first field, the pilot adjusted his height to clear these before flying along the field at about 15—20 feet agl. As he started to apply full power and rotate the aircraft into a climbing attitude, he felt a soft thud, which he believed indicated that the aircraft had struck something. They climbed to 1500 feet, but could see nothing wrong except a small flap of fabric flapping from the leading edge of the starboard wing.

After flying past the tower at Dalcross and an inspection from another aircraft which reported no damage, a normal landing was performed.

After landing, damage to the propeller and wing leading edge was found. The pilot drove to the field by car where he found that the Electricity Board had already repaired some copper cables stretched midway across the field and which he had not seen during the approach. The pilot then visited the local police station where he made a statement concerning the incident.