

# Druine D.31 Turbulent, G-AWWT

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

<b>Aircraft Type and Registration:</b>	Druine D.31 Turbulent, G-AWWT
<b>No &amp; Type of Engines:</b>	1 Volkswagen 1600 piston engine
<b>Year of Manufacture:</b>	1970
<b>Date &amp; Time (UTC):</b>	7 October 1996 at 1530 hrs
<b>Location:</b>	Andrewsfield Aerodrome, Stebbing, Essex
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers -None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Left wing detached and substantial damage to fuselage, tail, propeller and engine
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	61 years
<b>Commander's Flying Experience:</b>	197 hours (of which 5 were on type) Last 90 days - 22 hours Last 28 days - 10 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was manoeuvred onto finals to grass Runway 27 and the speed stabilised at 65 mph. The weather was fine with a surface wind of 240°/05 kt. On short finals the pilot selected 'carbheat' to cold in case of a go-around. During the flare, as power was reduced, the aircraft developed a higher sink rate than expected and bounced on contact with the grass. An application of power failed to prevent the aircraft from contacting the surface a second time. During this contact the weld between the left stub axle and the sliding tube of the landing gear failed and the wheel and axle came off. The damaged undercarriage leg then struck the ground pitching the aircraft forward, detaching the propeller. As the aircraft slewed to the left, the left wing detached and the aircraft fuselage rolled onto its left side ripping the tailplane off in the process. The pilot, who was wearing a full harness and protected by an anti-roll bar around the windscreen vacated the aircraft without injury.