

No: 8/86

Ref: 1b

Aircraft type and registration: Druine D31 Turbulent G-ASAM
Druine D31 Turbulent G-ARZM

No & Type of engines: G-ASAM — 1 Arden 4CO2 Mk 6 piston engine
G-ARZM — 1 Arden 4CO2 Mk 4 piston engine

Year of Manufacture: G-ASAM — 1963 G-ARZM — 1962

Date and time (UTC): 8 July 1986 at 1255 hrs

Location: Wycombe Air Park

Type of flight: Private (pleasure)

Persons on board: Crew — G-ASAM — 1 Passengers — None
 G-ARZM — 1

Injuries: Crew — None Passengers — N/A

Nature of damage: G-ARZM — substantial damage to left wing on leading edge and
 in area of wing attachment points.
G-ASAM — punctured rear fuselage and damage to empennage

Commander's Licence: G-ASAM — Private Pilot's Licence
 G-ARZM — Private Pilot's Licence

Commander's Age: G-ASAM — 32 years G-ARZM — 31 years

Commander's Total Flying Experience: G-ASAM — 310 hours (of which 75 were on type)
 G-ARZM — 891 hours (of which 350 were on type)

Information Source: Aircraft Accident Report Forms submitted by both pilots.

The two aircraft were participating in an event known as the Dawn to Dusk Competition. This involved aircraft being flown, in a novel manner, for up to eight hours, during the day. It was decided to fly from Lands End to North Denes (Yarmouth) with the aircraft linked, wing to wing, by 35 feet of bunting. A weak link was provided by strands of wool joining the bunting to the attachment point on each aircraft.

The sector from Exeter to Wycombe Air Park was uneventful. As neither aircraft had radio, a support aircraft obtained permission for the formation to land on the grass to the south of runway 25 on an area normally used by gliders. The weather was reported as a wind of 300°/8—10 knots with 4 oktas of cloud at 3000 feet. The landing direction was approximately 250°(M).

During pre-competition practice flights, G-ARZM was the lead aircraft and this was so during the previous sectors. However, on this occasion, G-ASAM was the lead aircraft with G-ARZM in close echelon starboard. The formation went around from the first approach as it was considered to be too high. Following the second approach a normal landing was made but, during the final stage of the landing roll, the pilot of G-ARZM failed to maintain his station and a collision ensued.