

No: 11/83

INCIDENT REPORT

Ref: EW/G83/08/05

Aircraft type and registration: Cessna U206G G-BHWW
(Light single-engine fixed wing aircraft)

Year of manufacture: 1977

Date and time (GMT): 7 August 1983 at approximately 1420 hrs

Location: Kilfinan, Argyllshire

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 2

Injuries: Crew — Nil Passengers — Nil

Nature of damage: Minor damage to propeller tips

Commander's Licence: Private Pilot's Licence

Commander's Age: 44 years

Commander's total flying experience: 1000 hours (of which 200 were on type)

The aircraft was en route from Mull to East Fortune when the pilot noted low readings on his fuel gauges. At 1407 hrs he called Scottish Information reporting his position and altitude as 20 miles north of Glasgow at 2,500 ft and stating that he would like to divert to Glasgow. He was invited to contact Glasgow on the radar frequency but his transmissions to Glasgow were unreadable. At 1415 hrs the pilot again called Glasgow advising that he was fuel critical and was going down; he gave his position at that time as 15 miles north of Glasgow. This transmission was also unreadable to the Glasgow controller but the sense of it was relayed to him by another aircraft. The controller then cleared the aircraft to route towards Glasgow VFR and advised the pilot that he had no radar contact with his aircraft. At 1417 hrs the pilot called Glasgow radar and said he was thinking of putting down on the foreshore about 15 miles to the north-west. In response to a query from the Glasgow controller asking if he knew where he was and if he was able to navigate to Glasgow the pilot confirmed that he knew where he was but did not think he could risk continuing to Glasgow. Nothing more was heard from the pilot, who then landed the aircraft with only minor damage on the shore of Loch Fyne in Kilfinan Bay, 31 miles from Glasgow airport on a true bearing of 275°.

Meanwhile rescue services were alerted and a search was made by Wessex and Sea King helicopters of the area around the pilot's last position report, but without success. The search area was extended using a second Wessex, the Clyde and Strathclyde police and the Helensburgh lifeboat. The search for the missing aircraft continued for three hours before the police advised the Rescue Co-ordination Centre that it had been found at Kilfinan.

Rule 20 (1) of the Rules of the Air and Air Traffic Control Regulations 1980 states:

'The commander of an aircraft who has caused notice of its intended arrival at any aerodrome to be given to the air traffic unit or other authority at that aerodrome shall ensure that the air traffic control unit or other authority at that aerodrome is informed as quickly as possible of any change of intended destination and any estimated delay in arrival of 45 minutes or more.'