

AIRCRAFT'S FLIGHTPATH DURING FINAL ORBIT

## CIVIL AVIATION AUTHORITY

## AIR NAVIGATION ORDER 1980

## EXEMPTION

The Civil Aviation Authority in exercise of its powers under Article 91 of the Air Navigation Order 1980, as amended, hereby exempts each of the pilots named in the Schedule hereto (hereinafter called the "said pilot") from the provisions of Article 18 and Schedule 9 to the said Order to the extent necessary to enable the said pilot to act as pilot of EDGLEY OPTICA EA7 aircraft flying for the purposes of aerial work or the carriage of passengers on a flight in respect of which the said pilot receives remuneration while being the holder of a Private Pilot's Licence.

This exemption is granted subject to the following conditions:-

- (a) The said pilot shall on all flights made pursuant to this exemption hold a valid Private Pilot's Licence appropriate to the flights;
- (b) the said pilot shall have completed a type conversion course on the EA7 aircraft under arrangements made between the Chief Constable, Hampshire Constabulary and Air Foyle Limited to the satisfaction of Captain D AINGE;
- (c) the said pilot shall on all flights made pursuant to this exemption be acting as a police officer in the course of his duties as a constable with the Hampshire Constabulary;
- (d) no flights shall be made pursuant to this exemption for the purpose of public transport;
- (e) no person other than the said pilot shall be carried on flights made pursuant to this exemption except:-
  - (i) employees of the Hampshire Constabulary in the course of their employment;
  - (ii) persons acting in the course of their employment carried with the authority of the Chief Constable, Hampshire Constabulary in connection with police business;
  - (iii) persons having statutory duties connected with police operations or employees of police forces other than Hampshire Constabulary and in either case carried with the authority of the Chief Constable, Hampshire Constabulary for the purpose of witnessing flights.

This exemption shall have effect, unless previously revoked or suspended, from 28 April 1985 until 30 September 1985.

Date: 16 April 1985

B E ELLIS  
for the Civil Aviation Authority



G-KATY — THE COCKPIT LAYOUT

## RADIO TRANSMISSIONS RECORDED BETWEEN ATC AND THE OPTICA, BOXER 3

## 1. SOUTHAMPTON APPROACH CONTROL

TO	FROM	RECORDED INTELLIGENCE (128.85 MHz)	TIME GMT
SOUTHAMPTON	BOXER 3	(THE TIME IS ONE ZERO ONE FOUR .....) SOUTHAMPTON APPROACH THIS IS BOXER THREE	1014
BOXER 3	SOUTHAMPTON	BOXER THREE STANDBY JUST ONE PLEASE	
SOUTHAMPTON	BOXER 3	- - ( . . )	1014½
BOXER 3	SOUTHAMPTON	BOXER THREE PASS YOUR MESSAGE NOW	
SOUTHAMPTON	BOXER 3	ER BOXER THREE AN E A SEVEN OPTICA JUST AIRBORNE FROM ER LEE WE'RE TRACKING ER TOWARDS CALSHOTT THIS TIME ENROUTE HURST CASTLE AND THEN TO AN OBJECTIVE OVERHEAD RINGWOOD ER CLIMBING TO ONE THOUSAND FEET ONE ZERO ONE ZERO BOXER THREE	
BOXER 3	SOUTHAMPTON	BOXER THREE ROGER REPORT APPROACH- ING HURST CASTLE NOTHING TO AFFECT YOU AT THAT ALTITUDE Q N H ONE ZERO ONE ONE (THE TIME IS ONE ZERO ONE FIVE .....)	1015
SOUTHAMPTON	BOXER 3	BOXER THREE TO REPORT HURST ONE ZERO ONE ONE	
SOUTHAMPTON	BOXER 3	SOUTHAMPTON APPROACH BOXER THREE	1021
BOXER 3	SOUTHAMPTON	BOXER THREE	
SOUTHAMPTON	BOXER 3	ER BOXER THREE I'VE GOT ABOUT TWO MILES TO RUN TO HURST CASTLE ABEAM THE LYMINGTON RIVER THIS TIME LIKE TO Q S Y TO ER BOURNEMOUTH APPROACH	
BOXER 3	SOUTHAMPTON	THEY'RE EXPECTING YOU ONE ONE EIGHT SIX FIVE CHEERIO FOR NOW	
SOUTHAMPTON	BOXER 3	BYE	1021½

APPENDIX IV (CONTD)

2. BOURNEMOUTH (HURN) APPROACH CONTROL

TO	FROM	RECORDED INTELLIGENCE (118.65 MHz)	TIME GMT
		(ONE ZERO HOURS TWO TWO MINUTES ----)	1022
HURN	BOXER 3	HURN APPROACH THIS IS BOXER THREE	
BOXER 3	HURN	BOXER THREE HURN	
HURN	BOXER 3	ER GOODMORNING ER AN E A SEVEN FROM LEE ER PRESENTLY JUST (ONE ZERO -) ER WEST ABEAM THE LYMINGTON RIVER TOWARDS HURST CASTLE ER FOR A PHOTO SORTIE OVERHEAD RINGWOOD PRESENTLY EIGHT HUNDRED FEET ONE ZERO ER ONE ONE I'D LIKE TO ROUTE DIRECT PLEASE (TWO ZERO -) TO TO H R N AND ONTO RINGWOOD	
BOXER 3/MPL051	HURN	ROGER UNABLE THAT ROUTEING CONTINUE COASTWIDE STANDBY BREAK ZERO FIVE ONE FOUR MILES FROM TOUCHDOWN HEIGHT SHOULD BE ONE TWO FIVE ZERO FEET REPORT WHEN YOU HAVE THE RUNWAY IN SIGHT (THREE ZERO --)	1022½
HURN	BOXER 3	(THREE ZERO --) HURN APPROACH ER BOXER THREE IS HURST CASTLE	1023½
BOXER 3	HURN	BOXER THREE ROGER CONTINUE ALONG THE COAST REPORT AGAIN COMING UP TO CHRISTCHURCH	
HURN	BOXER 3	BOX THREE	
HURN	BOXER 3	HURN APPROACH BOXER THREE'S AT CHRISTCHURCH	1027½
BOXER 3	HURN	BOXER THREE ER ROGER ER CAN YOU ACCEPT A RADAR HEADING	
HURN	BOXER 3	AFFIRMATIVE (FOUR ZERO -)	
BOXER 3	HURN	-- ER TURN RIGHT ONTO HEADING OF ZERO TWO ZERO	
HURN	BOXER 3	ZERO TWO ZERO BOX THREE	
BOXER 3	HURN	CONFIRM AT ONE THOUSAND FEET	
BOXER 3	HURN	BOXER THREE CONFIRM AT (FIVE ZERO -) ONE THOUSAND FEET	

APPENDIX IV (CONTD)

TO	FROM	RECORDED INTELLIGENCE (118.65 MHz)	TIME GMT
HURN	BOXER 3	ER BOX THREE AT PRESENTLY AT SEVEN HUNDRED FEET DO YOU WISH ME TO CLIMB	
BOXER 3	HURN	NEGATIVE ER MAINTAIN SPECIAL V F R WITHIN THE BOURNEMOUTH SPECIAL RULES ZONE (ONE ZERO HOURS TWO EIGHT MINUTES -- --) NOT ABOVE ONE FIVE ZERO ZERO FEET OUR Q N H ONE ZERO ONE ONE MILLIBARS	1028
HURN	BOXER 3	ROGER THREE IS CLEARED SPECIAL V F R NOT ABOVE FIFTEEN HUNDRED FEET ER ON ONE (ONE ZERO --) ZERO ONE ONE AND ER COMING ROUND TO ZERO TWO ZERO	
BOXER 3	HURN	ROGER THANKYOU REPORT STEADY TO CONFIRM IDENTIFICATION	
BOXER 3	HURN	ER BOXER THREE WHAT'S YOU'RE HEADING NOW	1029
BOXER 3	HURN	BOXER THREE HURN	
HURN	BOXER 3	(ONE ZERO --) STEADY ZERO TWO ZERO SIR	
BOXER 3	HURN	ER ROGER YOU'RE TRACKING ABOUT ZERO SEVEN ZERO CAN YOU CHECK YOUR GYRO	
HURN	BOXER 3	(TWO ZERO --) YES ER THAT'S CONFIRMED SIR	
BOXER 3	HURN	YOU CONFIRMING YOUR HEADING IS GOOD CONFIRM	
HURN	BOXER 3	YES I'M CONFIR-- CONFIRMING ER YOU ARE CORRECT ZERO SEVEN ZERO COMING ONTO TWO ZERO TWO ZERO (THREE ZERO --) AND WILL CONFIRM	1029½
BOXER 3	HURN	THANKYOU CONTINUE THAT LEFT TURN ONTO THREE FIVE ZERO	
HURN	BOXER 3	THREE FIVE ZERO BOXER THREE  (FOUR ZERO --)  (FIVE ZERO --)	
HURN	BOXER 3	BOXER THREE THREE (ONE ZERO HOURS THREE ZERO MINUTES -- -- --) FIVE ZERO	1030

APPENDIX IV (CONTD)

TO	FROM	RECORDED INTELLIGENCE (118.65 MHz)	TIME GMT
BOXER 3	HURN	ROGER THANKYOU CONTINUE THAT HEADING	
BOXER 3	HURN	BOXER THREE HURN YOU MAY TURN LEFT NOW OVER RINGWOOD REMAIN (FIVE ZERO -) ER STRICTLY IN THE VICINITY OF RINGWOOD THERE IS TRAFFIC TO PASS JUST TO THE SOUTH OF YOU	
HURN	BOXER 3	ER BOXER THREE ER TURNING LEFT AND WILL REMAIN OVERHEAD RINGWOOD	
BOXER 3	HURN	THANKYOU	1032
HURN	BOXER 3	HURN APPROACH BOXER THREE	1037
BOXER 3	HURN	BOXER THREE HURN	
HURN	BOXER 3	ANY CHANCE OF ER BETWEEN ONE THOUSAND AND FIFTEEN HUNDRED ALTITUDE SIR (ONE ZERO -)	
BOXER 3	HURN	AY FIRM IN THAT IMMEDIATE VICINITY CLIMB NOT ABOVE ONE FIVE ZERO ZERO FEET	
HURN	BOXER 3	BOXER 3 THANK YOU  THERE WERE NO FURTHER TRANSMISSIONS FROM THE AIRCRAFT	

RELEVANT EXTRACTS FROM AIR NAVIGATION;  
THE ORDER AND THE REGULATION; RULES OF THE AIR

*Low flying*

- 5 (1) Subject to the provisions of paragraphs (2) and (3) of this Rule:-
- (a) An aircraft other than a helicopter shall not fly over any congested area of a city, town or settlement below:-
    - (i) Such height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the event of failure of a power unit, or
    - (ii) a height of 1,500 feet above the highest fixed object within 2,000 feet of the aircraft whichever is the higher.
  - (d) An aircraft shall not fly:-
    - (i) over or within 3,000 feet of any assembly in the open air of more than 1,000 persons assembled for the purpose of witnessing or participating in any organised event, except with the permission in writing of the Authority and in accordance with any conditions therein specified and with the consent in writing of the organisers of the event, or
    - (ii) below such height as would enable it to alight clear of the assembly in the event of the failure of a power unit.

Provided that where a person is charged with an offence under the Order by reason of a contravention of this sub-paragraph, it shall be a good defence to prove that the flight of the aircraft over or within 3,000 feet of the assembly was made at a reasonable height and for a reason not connected with the assembly or with the event which was the occasion for the assembly.
  - (e) An aircraft shall not fly closer than 500 feet to any person, vessel, vehicle or structure.
- (2) (a) The provision of paragraphs (1)(a)(ii) and (1)(c)(i) of this Rule shall not apply to an aircraft flying:-
- (i) on a route notified for the purposes of this Rule; or
  - (ii) on a special VFR flight as defined in Rule 23 of these Rules in accordance with instructions given for the purposes of that rule by the appropriate air traffic control unit or
  - (iii) on a flight in respect of which a special VFR clearance has been given pursuant to Rule 36 of these rules in accordance with instructions given by the appropriate air traffic control unit.
- (b) Paragraphs (1)(d) and (1)(e) of this Rule shall not apply to an aircraft in the service of the police authority for any area of the United Kingdom.



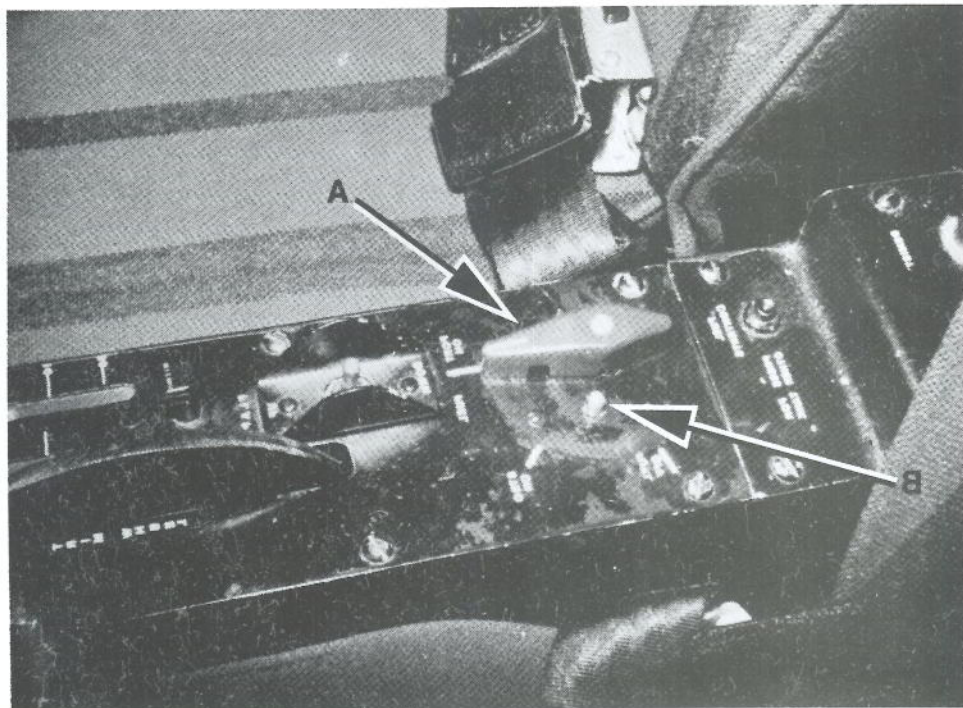
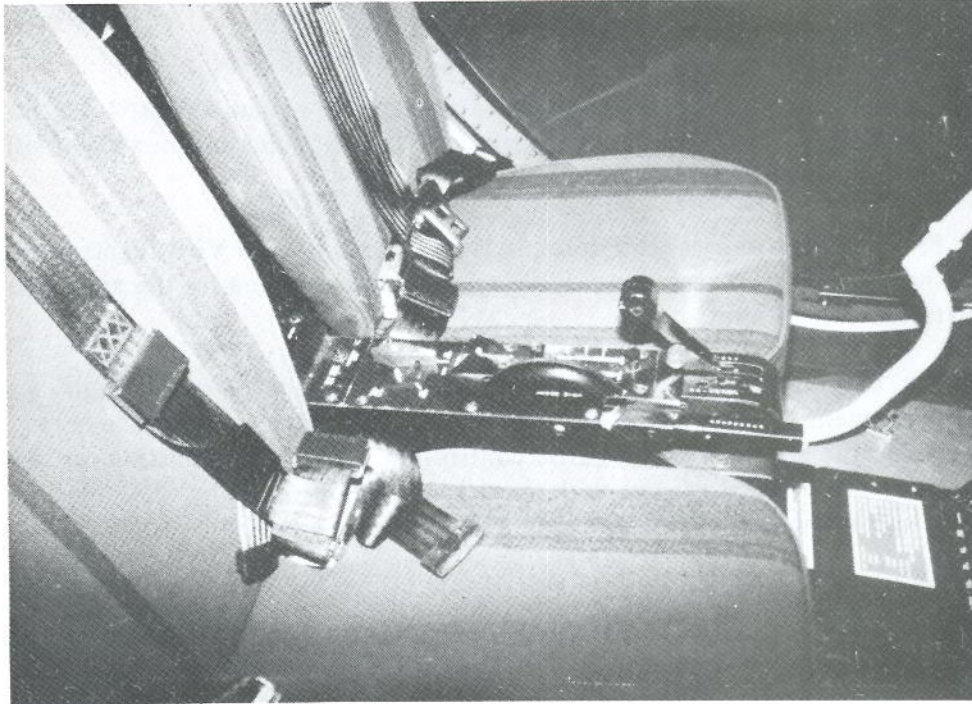
23 The Visual Flight Rules shall be as follows:-

(b) *Within controlled airspace*

An aircraft flying within controlled airspace shall remain at least 1 nautical mile horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 nautical miles.

Provided that in a control zone, in the case of a Special VFR flight, the aircraft shall be flown in accordance with any instructions given by the appropriate air traffic control unit.

For the purposes of this Rule “Special VFR flight” means a flight made in Instrument Meteorological Conditions or at night in a control zone in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the Instrument Flight Rules.



**Fuel tank selector valve (A) Bulk button (B)**

AIRCRAFT ACCIDENT REPORT 1/86

Report on the accident to Edgley EA7 Optica G-KATY at Ringwood, Hampshire  
on 15 May 1985.

ISBN 0 11 5507469

Appendix VI, Page 36

Please note that the photograph indicating "Fuel tank selector valve (A) Bulk  
button (B)" has been printed in reverse.