

Beech 19A, G-AWTV

AAIB Bulletin No: 2/98 Ref: EW/G97/11/12 Category: 1.3

Aircraft Type and Registration:	Beech 19A, G-AWTV
No & Type of Engines:	1 Lycoming O-320-E2C piston engine
Year of Manufacture:	1969
Date & Time (UTC):	29 November 1997 at 1630 hrs
Location:	South-east of Clandon, Surrey
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 3
Injuries:	Crew - None - Passengers - None
Nature of Damage:	None
Commander's Licence:	Commercial Pilot's Licence with Instrument Rating
Commander's Age:	40 years
Commander's Flying Experience:	1,716 hrs (of which 3 were on type) Last 90 days - 35 hours Last 28 days - 7 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The aircraft was on a return flight from Old Sarum to Biggin Hill. There was no significant weather with the visibility greater than 10 km and some cloud at 2,500 feet. The pilot contacted Biggin Hill ATC at 1633 hrs and requested the airfield details. A few moments later the engine faltered and lost power. The pilot selected the carburettor heat control to 'hot' and also selected the other fuel tank but power was not restored to the engine. At 1636 hrs the pilot transmitted a MAYDAY call on the frequency in use and stated that the aircraft had run out of fuel and was 'GOING DOWN'. The Biggin Hill controller requested the number of people on board and instructed the pilot to select 7700 on the transponder; he then liaised with Thames Radar to obtain an accurate fix on the aircraft. When this had been completed Thames Radar notified the LATCC Distress and Diversion cell at West Drayton whilst the Biggin Hill controller vectored another aircraft to the fix position to orbit overhead in order to assist the emergency services locate the Beech aircraft. Meanwhile the pilot of the Beech aircraft had completed a successful forced landing in a field and there were no injuries. The Distress and Diversion cell at West Drayton was informed and the ATC units were stood down.

The pilot stated that he had selected the wrong fuel tank on departure from Old Sarum and had subsequently run that tank dry.