

No: 10/83

Ref: EW/C833/01

Aircraft type and registration:	Cessna 150L G-YKIV (light single engine fixed wing aircraft)
Year of Manufacture:	1972
Date and time (GMT):	8 June 1983 at approximately 1448 hrs
Location:	7 miles SSE of Flamborough Head
Type of flight:	Private (pleasure)
Persons on board:	Crew – 1 Passengers – Nil
Injuries:	Crew – 1 (fatal) Passengers – N/A
Nature of damage:	Aircraft missing
Commander's Licence:	Private Pilot's Licence
Commander's Age:	38 years
Commander's total flying experience:	Not known but believed to be approximately 400 hours total

The aircraft took off from Sherburn-in-Elmet on a training cross-country with the turning points stated in the authorisation sheet as Scarborough and the Ottringham VOR. Before departure the pilot had asked if he could return to the airfield after normal closing time and had said that he would put the aircraft in the hangar. This had been agreed and the hangar key had been left with one of the instructors who lived nearby and who had been asked to ensure that the aircraft was locked away.

The weather in the Church Fenton area was $\frac{3}{8}$ stratocumulus at 3500 feet with the visibility improving from 14 km to 30 km during the afternoon. The weather reported at Flamborough Head for 1500 hrs and 1600 hrs GMT was $\frac{5}{8}$ at 2000 feet and 6 km visibility.

The time of departure of the aircraft was estimated at 1410 hrs and the aircraft called RAF Church Fenton at 1419 hrs giving its position as just passing south of Selby on a heading of 110°. A second call to Church Fenton at 1426 hrs gave the position of the aircraft as Melbourn (a disused airfield approximately 13 miles east of Church Fenton) and the pilot requested a "FREQUENCY CHANGE TO LONDON ON 134.6". (The correct frequency for the London FIR (east) is 124.6 MHz, and for London FIR (north) is 134.7 MHz). A subsequent examination of the recordings of these frequencies revealed two very weak and unintelligible transmissions at 1432 hrs and one further similar transmission at 1437 hrs. After further processing of the

signals it was found that each of these three transmissions consisted of the callsign G—YKIV but no other information. There was also no other information available from which to determine the track of the aircraft after it left Melbourn.

A body was recovered from the sea by a fishing vessel approximately 7 miles SSE of Flamborough Head at 1620 hrs and was subsequently identified as the pilot of G—YKIV. At that time, however, an aircraft had not been reported missing and, thinking that this might have been the victim of a marine accident, a sea search was carried out by the Bridlington lifeboat. A Search and Rescue helicopter from RAD Leconfield also searched in detail an area of sea 10 miles by 7 miles around the point where the body was recovered. The sea was calm and search conditions were good but nothing was found.

When the aircraft did not return to Sherburn-in-Elmet the instructor who had been given the hangar key assumed that it had landed away as the pilot had taken an aircraft away on the previous week-end. Alerting action was therefore not taken until the following morning when it was realised that the aircraft was missing.