

CORRIGENDUM TO BULLETIN 4/83

Accident to Piper PA 23 Series 250 Aztec E G-PUMP on 27 February 1983 at 1446 hours.

Paragraphs three and four on the text should read as follows:

At 1435 hours, having been given radar direction to the ILS for Runway 15, the pilot reported that he was established on the localizer, read back the QFE and was cleared to continue to the ILS. At approximately three miles from touchdown, the pilot advised that he was VMC below cloud and was breaking off from the ILS. The aircraft was tracked on radar flying south-west from Birmingham Airport and, at 1442 hours, four minutes after he broke off the ILS, the pilot was passed a QDM of 310° for Halfpenny Green and asked if he was skirting round the city. He replied that he was. At 1444 hours, as the aircraft was fading from radar some eight to nine miles to the south-west, the pilot was invited to call Halfpenny Green. At this time the aircraft was approximately fifteen miles south-east of Halfpenny Green flying towards a lowering cloud base as the cold front approached.

On his first contact with Halfpenny Green, the pilot asked for the present weather. He was advised that visibility was 5000 m with eight-eighths cloud at an estimated height of 600 ft and that the QFE was 996 mbs, the same as at Birmingham. He acknowledged this call and passed his flight details. He did not reply to the next call from Halfpenny Green which passed him joining instructions. In all, the pilot's RTF exchange with Halfpenny Green lasted 58 seconds. At about the same time, the aircraft was seen by eye-witnesses flying very low below cloud in the area south of Birmingham. One eye-witness saw the aircraft enter cloud covering high ground a moment before it collided with an electricity pylon 60 feet above ground level. The crash occurred at 1446 hours, 950 feet above sea level, 11 miles south-east of Halfpenny Green. The aircraft was in level, unbanked flight at the moment of impact, and heading north-west.