

Aircraft type and registration:	Britten-Norman Islander, BN2A-26, G-BDVW (Light twin engine fixed wing aircraft)	
Year of Manufacture:	1976	
Date and time (GMT):	1 June 1984 at 0825 hrs.	
Location:	Near Sanday airfield, Orkney Islands	
Type of flight:	Public Transport	
Persons on board:	Crew — 1	Passengers — 7
Injuries:	Crew — Nil	Passengers — Nil
Nature of damage:	Aircraft destroyed. Crops and fencing damaged	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	43 years	
Commander's total flying experience:	4136 hours (of which 67 hours were on type)	
Information Source:	AIB Field Investigation	

This scheduled flight from Kirkwall to the islands of Stronsay and Sanday was delayed by the weather until 0750 hrs, when it took off for Stronsay with six passengers. Having landed at 0758 hrs, two passengers disembarked and three joined the flight to Sanday, taking off at 0804 hrs.

The commander of the aircraft stated that, as he passed the southwest tip of Sanday, the visibility was 2 miles with very low patchy stratus and a layer of cloud just above. He therefore flew the route at 300 feet amsl and at the reduced airspeed of 90 kt. Arriving at Sanday airfield the commander positioned the aircraft downwind for runway 12 and immediately lost sight of it, so he climbed above the cloud layer and levelled at 600 feet with the intention of returning to Kirkwall.

As the commander set course for Kirkwall he noticed significant gaps in the cloud over the sea and, descending through them, saw Sanday some 2 to 3 miles away. He then returned to Sanday and attempted to navigate the aircraft to a point which he knew to be on the extended centreline of the approach to runway 12. He initially missed the point but flew around the south, east and north of the airfield and this time succeeded in establishing the aircraft on the final approach.

The commander reported that at approximately 70 feet height and 100 metres from the threshold, the aircraft suddenly banked to the left and descended at a rate which the application of full throttle did not arrest before ground contact. The aircraft continued along the ground, with full power applied, and came to rest after 325 metres. There was no fire and the commander and one passenger escaped through the front door. The remaining passengers used the pull-out window in the port cabin door.

The Chief Inspector of Accidents has ordered an Inspector's Investigation into this accident.