

Aircraft type and registration: Beech 95-B55 G-BRAD

No & Type of engines: 2 Continental Motors Corp 10-470-L

Year of Manufacture: 1965

Date and time (UTC): 8 January 1988 at 1700 hrs

Location: Dundee, Scotland

Type of flight: Private (business)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Substantial

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 46 years

Commander's Total Flying Experience: 1076 hours (of which 479 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot, and ATC transcript.

The aircraft G-BRAD was on a flight from Norwich to Dundee with an ETA of 1700 hrs. At 1623 hrs approaching St Abbs Head the pilot called Dundee and requested the weather. There had been no change since it had passed to the pilot some twenty minutes earlier via Newcastle "Runway 10, W/V calm, visibility 3500 metres in mist, 3 octas 800 ft, 50 octas 1100 ft, 8 octas 2000 ft all heights estimated, QNH/QFE 1000".

At 1648 hrs the pilot contacted Dundee again having been cleared to the "DND" beacon at 3000 feet by Leuchars radar. Dundee then cleared the aircraft for a localiser approach, to report beacon outbound leaving 3000 feet and passed the QFE of 1008 which was acknowledged. At 1649 hrs ATC reported that the visibility had improved to 5000 metres.

Shortly after the pilot called beacon outbound and was told to report established on the localiser. When the pilot reported established on the localiser he was cleared to land on R/W 10 with a surface wind of 100/5 kt and the clearance to land was read back.

About 1½ minutes later two bursts of carrier wave were heard by ATC who immediately called G-BRAD. Over the next few minutes a number of carrier wave responses were received in reply but the aircraft's exact situation could not be established. ATC then repeated the clearance to land, made a general broadcast of the current weather and asked Leuchars Radar for assistance. As radar contact could not be established aircraft overdue action was taken and the details were passed to Scottish Centre.

The aircraft had crashed on high ground on the extended runway centreline at a range of about 7.5 miles from the runway threshold. A 3.5° angle of descent based on the DME which indicates zero at touchdown would have required a height of 2570 feet at 7 miles and 2230 feet at 6 miles. The Flight Guide used by the pilot contained a Note: "Final app. segment crosses high ground. DO NOT descend below proc min alts/hgts."