

Aircraft type and registration:	Gulfstream Rockwell Turbo Commander 690B2 EI-BGL (light twin engined turbo prop aircraft)	
Year of Manufacture:	1978	
Date and time (GMT):	13 November 1984 at about 1841 hrs	
Location:	Jevington, near Eastbourne, Sussex	
Type of flight:	Charter	
Persons on board:	Crew — 1	Passengers — 8
Injuries:	Crew — 1 (fatal)	Passengers — 8 (fatal)
Nature of damage:	Aircraft destroyed	
Commander's Licence:	Airline Transport Pilot's Licence (Ireland)	
Commander's Age	48 years	
Commander's total flying experience:	10,270 hours (of which 232 were on type)	
Information Source:	AIB Field Investigation	

The aircraft was on a flight from Dublin to Paris (Le Bourget) with one pilot and eight passengers on board, having departed Dublin at 1704 hrs. At 1812 hrs the pilot reported his position to London Control as "by Lyneham", and requested a direct routing to Midhurst VOR. London Control offered the flight a direct route from "present position to Dieppe" and this was accepted. According to the secondary radar plot the aircraft became established on a south easterly track and maintained FL250 as cleared by ATC until 1827 hrs, when the pilot transmitted a revised ETA for Dieppe. At this time the aircraft commenced a gentle turn to the left approximately 10 nm south west of Midhurst VOR. At 1830 hrs London Control queried the aircraft's heading which was now north easterly, and the pilot reported that the autopilot had dropped out and that he was "turning back right".

Two minutes later ATC asked for the aircraft's heading, and requested the pilot to maintain the reported heading of 140°. At 1834 hrs the pilot was cleared to resume his own navigation to Dieppe, and the radar plot indicated that the aircraft maintained the track achieved by the earlier 140° heading. At 1839 hrs, the aircraft was seen to have commenced a further gentle turn to the left.

The pilot was requested to call Paris Control on 132.0 Mhz at 1840 hrs, and he acknowledged without further comment. At this time the aircraft was on an easterly heading and descending through FL 248. The last secondary radar height response from the aircraft was at 1840.28 hrs indicating FL 222, and the required transponder identification of 5277. Within seconds, all secondary radar returns were lost. The remaining primary radar returns were fragmented and observed to be moving in a random fashion within a relatively small area for some minutes. The primary radar responses were then lost. Repeated RTF calls to the aircraft were unanswered.

The Chief Sector Controller ascertained that the aircraft was not in RTF contact with Paris Control or on an FIR frequency and alerted the Sussex police. The aircraft was found to have crashed in pieces at about 1841 hrs, making a wreckage trail which ran north from Jevington, following an in flight break up.

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