



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries

MAAS 4/82
19 February 1982

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE JET PROVOST T5A SW314

Date: 8 May 1980
Parent Airfield: RAF Cranwell, Sleaford, Lincs
Place of Accident: Nr RAF Swinderby, Lincs
Crew: Two Pilots
Casualties: Two

CIRCUMSTANCES

1. On the morning of 8 May 1980 a Qualified Flying Instructor (QFI) briefed his student for a dual training exercise which was to include practice at entering and recovering from full and incipient spins. After demonstrating 2 spin recoveries at the incipient stage and giving the student practice at recovering from a fully developed spin, the QFI initiated a spin to the right and, as briefed, ordered the student to take incipient recovery action. The student mishandled the controls and after one further turn of the spin the QFI took control. As the aircraft entered a fully developed spin the QFI became confused because the aircraft was spinning to the left whereas he was expecting it to spin to the right. The rate of rotation was higher than the QFI had ever before experienced and although he took standard spin recovery action he assessed that the aircraft would not recover before it struck the ground; he therefore correctly gave the order to eject. Both pilots ejected successfully but suffered slight vertebral fractures during the ejection sequence. The aircraft crashed in a small copse and was destroyed. No civilians were injured nor was there any damage to civilian property.

CAUSE

2. The accident occurred because the QFI failed to correct immediately the error in the student's recovery from the incipient spin to the right and, as a result, the aircraft then entered a full spin to the left from which the QFI was unable to recover. The perception of the spin confused the QFI although it was aerodynamically normal and there was no question of aircraft unserviceability.

COMMENT

3. The Jet Provost has been in service as a basic trainer for over 20 years and most RAF pilots trained in that period have flown the aircraft. Jet Provost spinning characteristics are well proven and entirely satisfactory.

Issued by - Public Relations
Ministry of Defence
Main Building
Whitehall
London
SW1A 2HB
01-218 3253/4 (Royal Air Force)