



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries

MAAS 13/82

29 September 1982

CTB. Mod. PR

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE JET PROVOST T5A

XW 329 31/12/82

Date: 16 June 1981
Parent Airfield: RAF Leeming
Northallerton, N Yorks
Place of Accident: RAF Leeming
Crew: Two
Casualties: Nil

CIRCUMSTANCES

1. On the morning of 16 June 1981 a Qualified Flying Instructor (QFI) of examiner status was detailed to carry out an instructional standardisation check on another QFI. After take-off and at a height of some 650 feet and with a speed of 170 knots, the examiner closed the throttle to simulate an engine failure. The other pilot commenced a turnback manoeuvre towards a reciprocal runway, in accordance with the normal procedures for this emergency, but as he reversed the turn to make good the runway centre line the aircraft stalled. There was insufficient height remaining to effect a full recovery and the aircraft struck the ground under full power, in a nose high attitude. The aircraft came to rest within the airfield boundaries. Neither pilot was injured during the crash, but the aircraft was severely damaged.

CAUSE

2. The accident occurred because the captain did not take over control in sufficient time to prevent the aircraft striking the ground after the other pilot, who was equally experienced, had mishandled the controls and allowed the aircraft to stall.

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AIRCRAFT ACCIDENT INVOLVING ROYAL AIR
FORCE JET PROVOST T5A XW 329 - 2

SUBSEQUENT ACTION

3. As a result of this accident the need to practise the turnback manoeuvre was reviewed. It was confirmed that the manoeuvre was a necessary part of military flying training and that it was potentially no more hazardous than most other approach manoeuvres. However, additional safety measures have been introduced by instructing pilots to maintain a minimum airspeed of 130 kts until the selected landing run can be achieved by using less than 35° angle of bank, and by making it mandatory for such practice manoeuvres to be terminated by overshooting not below 200 ft.

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