

No: 10/89

Ref: EW/G89/07/16

Category: 1a

Aircraft Type and Registration: North American F-100F-11 Super Sabre, N418FS

No & Type of Engines: 1 Pratt and Whitney J-57-P21B gas turbine engine

Year of Manufacture: 1956

Date and Time (UTC): 18 July 1989 at 15.19 hrs

Location: Hurn Airport, Bournemouth

Type of Flight: Test Flight

Persons on Board: Crew - 1 Passengers -None

Injuries: Crew - None Passengers -N/A

Nature of Damage: Damage to nose landing gear and aircraft underside

Commander's Licence: United States Commercial Licence

Commander's Age: 53 years

Commander's Total Flying Experience: 10 000 hours (of which 5,460 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was returning to Bournemouth following a relatively uneventful test flight and had been cleared to position at 1500 ft downwind for runway 08. The pilot rolled out onto final approach at an estimated distance of 2.5 nm, and flew the approach at 167 kts with the speed brakes deployed. At 0.5 nm the throttle was retarded to idle. The aircraft touched down at 145 kts and approximately 300 ft into the 6030 ft runway. After lowering the nose, the drag parachute was deployed and as no retardation was felt, moderate braking was initiated. When the tower informed the pilot that the parachute was "streaming" but had not inflated, the pilot briefly considered going around, but elected to continue with the landing. The wheel brakes were released and then re-applied, up to maximum, with approximately 3000 ft of runway remaining and with the speed only reduced to 122 kts. The pilot was aware of very little retardation and, as it became apparent that the aircraft would not stop before the end of the runway, he steered it to the right in order to miss the centreline approach lights. As the aircraft departed the right side of the runway at approximately 90 to 100 kts, the nose landing gear broke-off, the aircraft bounced and came to rest in a ditch. The pilot, who was uninjured, shut the aircraft down and made a normal egress. There was no fire.

At the time of writing, no reason for the failure of the parachute to inflate has been established by the maintenance organisation responsible for the aircraft.