

Jet Provost T MK5A, G-BYED

AAIB Bulletin No: Ref: EW/G2001/02/06 **Category:** 1.2

INCIDENT

Aircraft Type and Registration: Jet Provost T MK5A, G-BYED

No & Type of Engines: 1 Rolls-Royce Viper 202 turbojet engine

Year of Manufacture: 1970

Date & Time (UTC): 12 February 2001 at 1710 hrs

Location: City Of Derry, Loch Foyle Estuary, Ireland

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Aircraft undamaged except for salt water contamination

Commander's Licence: Private Pilot's Licence

Commander's Age: 39 years

Commander's Flying Experience: 298 hours (of which 26 were on type)
Last 90 days - 2 hours
Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot and enquiries by AAIB

The pilot departed Londonderry airport at 1654 hrs on a short local VFR flight to the south west. The weather was fine with a surface wind of 280°/05kt, good visibility, no significant weather, scattered cloud at 3,000 feet and a temperature of +7°C.

After approximately 5 minutes he returned to the airfield and flew downwind for a right hand circuit to Runway 26. He commenced his turn onto base leg with the landing gear and flaps down and idle power selected. During the turn at approximately 700 feet the engine ran down. The pilot transmitted a mayday call to the tower, retracted the flaps and without an active ejector seat had no option but to select a suitable area on which to carry out a forced landing. The only area available to him was the mud flats of the Loch Foyle estuary. He decided to retract the landing gear and carried out a successful forced landing touching down at an estimated 80kt to 90kt. The touchdown caused only minimal damage to the underside of the fuselage.

Having come to rest the pilot shut down all the aircraft systems, noticing as he did so that there was an indication of 800 lbs of fuel remaining. He left the aircraft, closed the canopy and almost immediately was lifted from the mud flats by an army helicopter that had come to his assistance. The aircraft was later recovered by RAF Chinook helicopter but only after it had been partially submerged by several tides.

Engineers associated with the maintenance of the aircraft suspect that the rundown was caused by the failure of the HP fuel pump drive shaft. Confirmation of this however is awaiting a detailed examination of the component.