

P56 Provost T1, G-BTDH

AAIB Bulletin No: 6/98 Ref: EW/G98/03/16 Category: 1.3

Aircraft Type and Registration:	P56 Provost T1, G-BTDH
No & Type of Engines:	1 Alvis Leonides 126/01 piston engine
Year of Manufacture:	1954
Date & Time (UTC):	28 March 1998 at 1805 hrs
Location:	Near Lasham Aerodrome, Hampshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Damage substantial and beyond repair
Commander's Licence:	Private Pilot's Licence
Commander's Age:	40 years
Commander's Flying Experience:	636 hours (of which 24 were on type) Last 90 days - 14 hours Last 28 days - 9 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The aircraft was refuelled at Sandown, Isle of Wight before the first flight of the day. The pilot collected the aircraft and checked that the gauges showed full at 430 lb which is 60 Imp gallons. He then flew the aircraft to Popham, Hampshire taking 35 minutes and carrying out a few aerobatic manoeuvres on the way. The weather conditions were fine all afternoon and winds were light and southerly. Two further flights were carried out locally from Popham, one of 25 minutes general sightseeing and one of 30 minutes formation flying practice.

The fourth and last flight was again from Popham for formation flying practice. After a 30 minute flight and an orbit of Lasham Aerodrome the aircraft set course at 3,000 feet amsl for return to Popham, about 5 minutes away. Soon after, the engine RPM increased briefly a couple of times and then the engine stopped. The aircraft was set up in the glide and the pilot elected to make a forced landing in an area of grass in preference to ploughed fields, which were very wet at the time.

During the landing the aircraft ran through a wire fence and a ditch before coming to rest in a hedge, thereby sustaining considerable damage. There were no injuries and the cockpit area remained intact so that the pilot and passenger could exit normally. People arrived on the scene quickly from nearby Lasham, having observed the aircraft losing height and passing from view.

The pilot stated that he believed there was about 35 minutes of fuel remaining at the time of the accident, based on the gauge reading 75 lb, and on his elapsed time calculations. After recovery the fuel tanks were drained and found to contain approximately two gallons. Pilot's notes for this aircraft indicate consumption of about 20 gallons per hour in the cruise at 2,000 feet and that at high power settings this may be doubled.