

AAIB Bulletin No: 3/93

Ref: EW/G92/11/19

Category: 1a

Aircraft Type and Registration: Lockheed 731 Jetstar, N6NE

No & Type of Engines: 4 TFE731 turbofan engines

Year of Manufacture: 1961

Date & Time (UTC): 27 November 1992 at 1616 hrs

Location: Southampton Airport, Hampshire

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - 5

Injuries: Crew - None Passengers - None

Nature of Damage: Not reported

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 36 years

Commander's Flying Experience: 8,400 hours
Last 90 days - 50 hours
Last 28 days - 50 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Completing a flight from Istanbul to Southampton, the aircraft flew a procedural ILS and landed on runway 20. The crew report that they encountered wind shear on the final approach and they increased power to compensate for a loss of 10 kt of airspeed. The aircraft landed some 500 feet into the runway and, after touch down, maximum braking appeared to be ineffective. The crew suspected aquaplaning and activated reverse thrust but they report that correct deployment was not indicated on the flight deck and so they assumed that it was not operating. Despite weaving along the remaining 1,500 feet of runway they were unable to prevent the aircraft from over running the end. The aircraft came to rest some 75 metres into the grass area beyond. Debris, consisting of earth and stones was ingested by the engines and the right wing tank was punctured.

A weather observation, taken at 1620 hrs, recorded:

Wind: 150°/11 kt; Visibility: 5,000 metres; Weather: Rain; Cloud: 6 Octa Stratus at 600 feet, 8 Octa Stratus at 1,200 feet; Temperature: 9°C; Dew point; 9°C; QNH 1011 mbs.

An inspection of the runway ten minutes previously showed that, although the runway was wet, there was no standing water. A runway friction test was carried out at 1646 hrs and this gave the friction on the first, second and third runway segments as 0.67 Mu, 0.66 Mu and 0.57 Mu respectively.

The duty aerodrome controller reports that, although he lost sight of the aircraft because of rain on the control tower windows, it sounded to him as if full reverse thrust had been used. Following a slight improvement of the visibility he could see that the aircraft had overrun the runway and he sounded the crash alarm. The overrun was confirmed when the ILS alarm sounded because the aircraft had struck and destroyed the ILS monitoring aerial thus triggering the alarm.

On arrival at the scene, the Airport Fire Service reported that the crew and passengers had vacated the aircraft.