

ACCIDENT

Aircraft Type and Registration:	Jet Provost T Mk5A, G-JPVA	
No & Type of Engines:	1 Bristol Siddeley Viper MK 20201 turbojet engine	
Year of Manufacture:	1971 (Serial no: EEP/JP/953)	
Date & Time (UTC):	15 July 2016 at 1505 hrs	
Location:	North Weald Airfield, Essex	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Underside of aircraft panels, aerials and anti-collision light destroyed. Landing gear doors, flaps and engine compressor blades damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	50 years	
Commander's Flying Experience:	89 hours (of which 8 were on type) Last 90 days - 12 hours Last 28 days - 12 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot's first flight of the day had been with an instructor, and included three circuits: a normal circuit, a flapless circuit and a low level, 'bad weather', circuit. The second flight of the day was planned to be a solo repeat of the first flight. There was a light south-westerly wind, good visibility and no significant cloud.

The first circuit of the second flight was uneventful, and the pilot commenced the flapless exercise. As the aircraft turned onto final approach there was an aircraft occupying the runway, so the pilot went around into the bad weather circuit, which was flown at 500 ft.

The pilot recalls carrying out downwind checks and pressing the button to select the landing gear down. On approach he called "finals touch and go, three greens" and selected full flap, but could not recall if he checked that the three green lights that confirm the landing gear is locked down were illuminated. The aircraft landed on the runway centreline with the landing gear up. The pilot, who was unhurt, carried out the emergency shutdown checks and vacated the aircraft normally.

The pilot considered that probably he did not raise the landing gear on going around from the second circuit. Operating the button during the subsequent circuit raised the landing gear, the position of which he did not then check.

The instructor agreed with the student's assessment of the cause.