

# DUTCH TRANSPORT SAFETY BOARD

Aviation Chamber

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<b>Occurrence #:</b>	<b>2000141</b>	<b>Classification:</b>	<b>Accident</b>
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## FACTUAL INFORMATION

Date:	14-10-2000	Flight experience:	approx. 900 hours (400 hours on type)
Place:	Near Lelystad Airport	POB passengers:	1
Type of flight:	Pleasure	Injuries:	1 x none, 1 x light
Type of aircraft:	Jet trainer	Damage to aircraft:	Substantial
Aircraft registration:	G-BWZE	Phase of operation:	Take-off
Aircraft model:	P84 Jet Provost T3A	Flight conditions:	No contribution to accident
POB flight crew:	1		

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## The flight and the accident

The P84 Jet Provost T3A is a single engine jet trainer. The intention was to perform a number of pleasure flights from Lelystad Airport. During the third flight of the day, just after take-off, at an altitude of approx. 450 feet and shortly after selecting flaps up a hissing sound was heard by the pilot and the passenger. When hot air entered the cockpit the pilot decided to fly a short circuit back to the runway he had used for take-off and made his intentions known via the radio. The pilot suspected a hydraulic problem and immediately lowered the landing gear, for he feared loosing this system later during the flight. While turning from baseleg to finals the control surfaces started to vibrate and the pilot had difficulties controlling the aircraft. The aircraft lost height very rapidly and hit the ground just outside the aerodrome, slid a few feet and came to rest in the grass. The pilot was injured and was evacuated from the wreckage by the passenger. The aircraft was substantially damaged.

## Investigation & Analysis

Technical investigation revealed a torn hose of the windscreen heating and de-icing system, which caused hot engine bleed air entering the cockpit. The pilot responded by selecting a lower power setting and returned to the departure runway as quickly as possible. No indications of a hydraulic problem were found. Analysis of the statements of the pilot and the passenger revealed that the aircraft stalled in the turn from baseleg to finals. This can be concluded from the vibrations that were felt, the problems the pilot experienced in controlling the aircraft and the fact that it was a steep turn. Furthermore contributory to this situation was the exclusion of the use of flaps and the increasing tailwind component in the first part of the final turn.



The G-BWZE after the accident