

# Hawker Hunter Mk. 58A, G-PSST

**AAIB Bulletin No: 9/99 Ref: EW/G99/06/24      Category: 1.1**

**Aircraft Type and Registration:** Hawker Hunter Mk. 58A, G-PSST

**No & Type of Engines:** 1 Rolls-Royce Avon 20701 turbojet engine

**Year of Manufacture:** 1959

**Date & Time (UTC):** 20 June 1999 at 1438 hrs

**Location:** Enniskillen (St Angelo) Airfield, N Ireland

**Type of Flight:** Air Display

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Damage to the rear fuselage and jet pipe

**Commander's Licence:** Commercial Pilot's Licence

**Commander's Age:** 51 years

**Commander's Flying Experience:** 2,940 hours (of which 850 were on type)

Last 90 days - 39 hours

Last 28 days - 12 hours

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

Having completed a flying display, the pilot positioned for a landing on Runway 33 (LDA of 979 metres) at Enniskillen Airfield; the weather was good with a surface wind of 330°/15 to 18 kt with gusts. As he approached his touchdown point and retarded the throttle, the aircraft speed was close to the pilot's target of 135 kt. However, as he was about to commence the flare, the aircraft suddenly developed a sudden and rapid sink rate. The pilot applied full power and some aft stick but was unable to prevent G-PSST's tail from contacting the runway at the same time as the main gear. On touchdown, the aircraft pitched forward rapidly. The pilot had the impression that the nosewheel oleo had collapsed and he streamed the brake parachute. At the completion of his landing roll, St Angelo Radio advised the pilot that the aircraft nose oleo looked normal. The pilot subsequently stated that he considered that he had experienced some wind shear as he flared for landing.

The pilot contacted the chief engineer of the maintenance unit for G-PSST to report the damage and to discuss which areas to inspect for structural damage. Inspection of the aircraft by the pilot

revealed that the tailskid had been pushed into the rear fuselage and had punctured the jet pipe; the rear jet pipe tail cone had slightly distorted and the tail cone fairing was severely distorted. There was no other visible damage to the aircraft. In view of the lack of engineering facilities at the airfield, the pilot decided to fly the aircraft back to Aldergrove Airport. Before he did so, he carried out an engine run to confirm that the engine temperatures were normal. The take-off was uneventful and the aircraft systems appeared normal during the 11 minute flight to Aldergrove. After landing, the pilot inspected the tail area and detected no evidence of additional damage. During the time the pilot was on the ground at Aldergrove, he also had a further telephone conversation with the chief engineer; the engineer advised him to leave the aircraft at Aldergrove until he arrived to inspect the damage. However, based on the satisfactory performance of the aircraft on the short flight and the lack of further damage, the pilot decided to fly G-PSST back to its home airfield at Kemble Airfield; this flight took 30 minutes and was uneventful. On landing, no further damage was evident.