

**AAIB Bulletin No:** 7/94      **Ref:** EW/C94/4/1      **Category:** 1.2

**Aircraft Type and Registration:** Jet Provost T3A, G-BVFG

**No & Type of Engines:** 1 Rolls Royce Viper 102 turbojet engine

**Year of Manufacture:** 1964

**Date & Time (UTC):** 3 April 1994 at 1142 hrs

**Location:** Stanway near Colchester, Essex

**Type of Flight:** Private

**Persons on Board:** Crew - 1      Passengers - 1

**Injuries:** Crew - None      Passengers - 1 Minor

**Nature of Damage:** Canopy and one seat destroyed; damage to the tailplane

**Commander's Licence:** Private Pilot's Licence (Groups A and B) with Night Rating

**Commander's Age:** 31 years

**Commander's Flying Experience:** 375 hours (of which 5 were on type)  
 Last 90 days - 22 hours  
 Last 28 days - 13 hours

**Information Source:** AAIB Field Investigation

## Background

The aircraft was sold by the Royal Air Force in 1992 as XN 629. It was eventually transported in a partially disassembled state to Binbrook where it was re-assembled in the autumn of 1993 and modified in preparation for placement on the UK civilian register with a Permit to Fly. Permission to retain the RAF colour scheme was obtained and the aircraft was registered as G-BVFG. The main differences from the military standard were changes to the radio fit and removal of all the pyrotechnic devices from both ejection seats and the canopy jettison mechanism. Although powered by a jet engine, the aircraft had manual flight controls and simple mechanical systems. The vendor supplied the purchaser with copies of the RAF Aircrew Manual, flight reference cards (checklist) and a Flight Training Manual issued to RAF student pilots.

## History of the flight

The pilot, who had no military flying experience, purchased G-BVFG in March 1994 and obtained flight training from an instructor qualified on type before taking delivery of his aircraft. The flight training included aerobatics and the procedures for abandoning the aircraft in flight. The pilot/owner