



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries

MAAS 3/80

30 September 1980

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE JAGUARS GR1 XX 749 AND GR1 XX 755

Date: 10 December 1979

Parent Airfield: Royal Air Force Lossiemouth, Morayshire

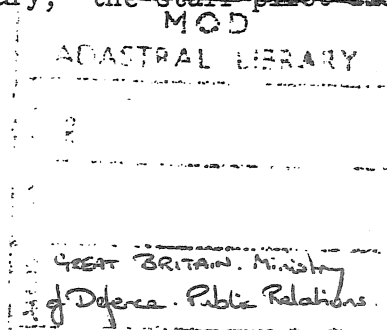
Place of Accident: Lumsden, Aberdeenshire

Crew: One staff pilot
One student pilot

Casualties: One killed (staff pilot)
One seriously injured (student pilot).

CIRCUMSTANCES

1. The 2 Jaguars involved in this accident were part of a 4 aircraft formation. The aim of the sortie was for 2 student pilots to practice flying various types of formation under the supervision of 2 staff pilots. The student pilot involved in the accident flew in the No 2 position; although new to the Jaguar he was an experienced pilot. The staff pilot who flew as No 3, was an experienced Jaguar pilot.
2. The weather was good and the 4 Jaguars practised manoeuvring in different formations, eventually forming into 'Card' (see Annex). Flying at a height between 500 and 1000 ft AGL, the formation carried out several 90° turns in 'Card' without incident. The formation leader called for a 90° turn to the right; he saw the No 2 commence turning and, at the appropriate moment, initiated his own turn, losing sight of the No 2 as the latter passed behind him. The leader continued turning, expecting to see the No 2 appear behind him and to the right, but saw instead a fireball. The No 2 and No 3 had collided. The student pilot ejected but suffered serious injury; ~~the staff pilot did not eject and was killed.~~ Both aircraft were destroyed.



/CAUSE ...

CAUSE

3. A reconstruction of the likely flight paths of the aircraft in the formation immediately before the collision suggests that Nos 3 and 4 may have been flying closer than ideal to the leading pair and that No 2 may have fallen slightly back from his line abreast position with No 1. But neither of these factors would in themselves have created a collision hazard during a routine 90° turn and the cause of the two destroyed aircraft assuming a collision course cannot be ascertained from the available evidence. A diagram showing the likely paths of the aircraft during the manoeuvre is attached.

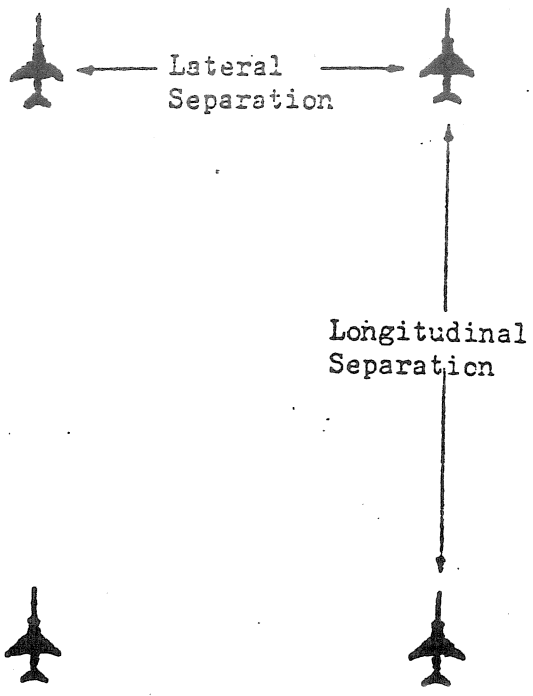
SUBSEQUENT ACTIONS

4. In order to maintain 'Card' formation, following a routine 90° turn, the line abreast aircraft have to change stations from left to right and vice versa. This is not a hazardous manoeuvre but as an additional precaution following this accident, manuals describing 'Card' formation flying are being amended to highlight the risk of flight path confliction.

CLAIMS

5. One claim was received from a member of the public for property damage. Some £4055 ex gratia payment has been paid in compensation.

CARD FORMATION



Lateral Separation - distance between members of an element

Longitudinal Separation - distance between elements

PRESUMED RECONSTRUCTION OF FINAL TURN

