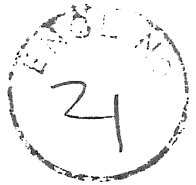




MINISTRY OF DEFENCE

Military Aircraft Accident Summaries



MAAS 12/81

7 September 1981

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE JAGUAR GR1 XX 817

Date: 17 July 1980

Parent Airfield: Royal Air Force Bruggen, Federal Republic of Germany

Place of Accident: 1 Km South-West of Hardt, Federal Republic of Germany

Crew: One pilot

Casualties: One major injury (pilot)

CIRCUMSTANCES

1. Some 20 minutes after take off the pilot of Jaguar XX 817 noticed that the port engine was not producing the expected power and he decided to return to base. While en route he climbed to 6000 ft to jettison fuel to reduce his landing weight before letting down for a radar controlled approach to RAF Bruggen. When level at 500 ft AGL the speed was reduced before the pilot lowered the undercarriage and increased power on both engines to compensate for the extra drag. Simultaneously the fire warning lights for both reheat zones illuminated; he looked outside the cockpit and saw a flickering orange light reflected off the starboard outer pylon. Satisfied that XX 817 was on fire, the pilot made a brief RT call, pointed the aircraft at a wood some 15° left of the nose and ejected. He received a crush fracture of the one vertebra; the aircraft crashed into the edge of a wood near some houses and was destroyed.

CAUSE

2. Examination of the wreckage revealed that XX 817 had caught fire in the air in the area of both engine reheats; this was caused by the ignition of leaking fuel. The aircraft's fuel system was severely disrupted in the crash and was not completely recovered from the wreckage. There was no major failure in those components seen to account for the fuel leak, but the most likely source of escaping fuel was considered to be an isolated defect in the port engine low pressure fuel system. Fuel leaking from this system could have flowed backward, both inside and outside the fuselage, entered the engine reheat zones and ignited on contact with hot engine components or the exhaust gas flow.

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SUBSEQUENT ACTIONS

3. Studies are in hand to improve the sealing of the fuselage so that leaking fuel cannot enter the reheat zones. Consideration is also being given to the provision of a suitable drain mast to ensure that if fluids leak within the fuselage they are dumped well clear of the aircraft skin.

CLAIMS

4. Claims amounting to £6540 were received.

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