



MINISTRY OF DEFENCE

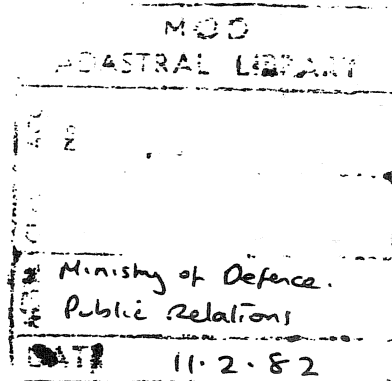
Military Aircraft Accident Summaries

MAAS 3/82

10 February 1982

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE JET PROVOST T5A XW308

Date: 28 January 1981
Parent Airfield: RAF Linton-on-Ouse, N Yorks
Place of Accident: 4nm West of RAF Leuchars, Fife
Crew: One (Student Pilot)
Casualties: One fatal



CIRCUMSTANCES

1. The pilot was a student undergoing navigation training in Scotland as part of a detachment which had been prompted by the forecast of poor weather at its base in the Vale of York. During the morning of 28 January 1981 he was briefed to fly a low-level navigation sortie from RAF Leuchars to another airfield, refuel, and return at high level the same day. The weather at Leuchars when the student pilot took off was 2/8 cloud cover at 700 ft increasing to complete cover at 1000 ft with cloud tops reported as varying between 2600 and 5000 ft. Visibility was 10 km in smoke (light haze). The weather was within the student's limits and suitable for the planned sortie.

2. The student pilot took off at mid-day from Runway 27, climbed straight ahead as briefed, changed to the Approach frequency at about 700 ft by manually dialling it and entered cloud at an estimated height of 1000 ft. He requested and was given clearance to turn right on to a heading of 035°. He acknowledged this and the Regional Pressure Setting (RPS). This was his last transmission. The aircraft was next seen exiting cloud in a near vertical descent; fractionally later another eye witness saw the aircraft fly in a NE direction in a level flight attitude but banked to the right. Seconds later the aircraft crashed into a wheat field on the lower slopes of a hill, about one minute 43 seconds after take off. The student pilot made no attempt to eject and was killed instantly; the aircraft was destroyed.

CAUSE

3. The cause of the accident cannot be precisely determined. However, it seems likely that after acknowledging the RPS and clearance to turn, the pilot initiated a turn to right while still in cloud. Having set the RPS on the main altimeter, the position of the compass course pointer was found in (010°) suggests that he started to move it on 035°, his intended heading. This action required a change of hands on the control column and he may have been distracted from his instruments. The aircraft went into a steep spiral dive and the pilot possibly blacked out under the 'G' forces exerted as he tried to correct the loss of height. However, shortly after emerging from cloud evidence suggests that he started to roll the wings level and recover from the dive, but was too late to avoid hitting the ground.

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE
JET PROVOST T5A XW308 - 2

4. Although it is clear that the aircraft went out of control, it is stressed that the presumed sequence set out above is conjecture and that the exact chain of causation cannot be determined.

CLAIMS

5. A claim for damage to crops has been settled.

Issued by - Public Relations (Royal Air Force)
Ministry of Defence
Main Building
Whitehall
London SW1A 2HB
01-218 3253/4