



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries

MAAS 10/83

22 April 1983

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE JAGUAR GR1 XX 113

Date: 17 July 1981
Parent Airfield: RAF Lossiemouth
Place of Accident: 1 NM South East of Great Malvern
Crew: One
Casualties: Major Injury

MOD ADASTIAL LIBRARY	
ACC No.	
ACC CLASS	
MOD. PR	
DATE 16/5/83	

CIRCUMSTANCES

1. On 17 Jul 81, an experienced Jaguar pilot was tasked to carry out a post-major servicing flight test on Jaguar XX113 from Abingdon. This proceeded uneventfully until the aircraft was decelerated for engine handling checks at 7000ft when the aircraft started to roll gently to the left. The pilot tried to oppose the roll with the control column; initially it would not move but was freed when the pilot exerted considerable force on it. Having regained normal flight, the pilot informed the control agency of his problem and requested diversion to the nearest airfield. Soon after completing his turn onto the required heading, the aircraft started to roll violently to the left. The pilot again tried to counter this but, after two rapid 360° rolls with no appreciable reduction in roll rate he made an emergency call and ejected. The aircraft crashed into a small stream in open country some 10 seconds later. The pilot ejected safely but drifted through the outer branches of a tree and broke his ankle on landing.

CAUSE

2. After a thorough and painstaking investigation, the Board of Inquiry established that this accident was caused by a very small loose article which had jammed the port spoiler Powered Flying Control Unit (PFCU) feedback mechanism; this caused an undemanded roll and loss of control. Unfortunately, the Inquiry was unable to determine the nature of the loose article or its likely origin. After a thorough review, not criticism could be made of the servicing procedures or the quality assurance checks at the MU at which the servicing was carried out. RAF tradesmen are already made well aware of the serious flight safety hazards presented by loose articles in aircraft and airborne equipment, and an established structure of servicing orders and controls exists to minimise these hazards. However, the Jaguar Engineering Authority in conjunction with the aircraft manufacturer is investigating whether any measures can be introduced to improve the loose article protection of the control system.

CLAIMS

3. A total of seven claims in respect of damage to property, land and loss of crops, caused by the crash and recovery operations, were received and settled at a total cost of £6,980.25.

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