



## MINISTRY OF DEFENCE

### Military Aircraft Accident Summary

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Aircraft:	Jaguar GR1 XX957
Date of accident:	21 October 1981
Parent Airfield:	RAF Bruggen
Place of accident:	½nm East of RAF Bruggen
Crew:	One Pilot
Casualties:	1 Major injury

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#### Circumstances

1. The pilot of Jaguar XX957 had been briefed and authorised to fly a singleton general handling sortie. No weather problems were expected, although a low probability of isolated thunder had been forecast. Some 6 mins after take-off from RAF Bruggen, whilst flying through a medium sized cumulus cloud, the pilot saw lightning, heard a bang and felt the aircraft judder. He saw that the left engine Turbine Gas Temperature (TGT) indication was in excess of 900°C and closed the High Pressure (HP) cock. By now clear of the cloud, he descended and turned back towards base for a visual single-engined recovery at 1000ft, jettisoning some fuel en route. The main radio was unserviceable so he selected the standby set.

2. On entering the glidepath the pilot lowered the undercarriage and started his final descent, but shortly afterwards he saw the angle of attack (AOA) indication increasing. He moved the control column forward and selected full reheat on the live engine to compensate; the AOA stopped increasing but the aircraft's rate of descent increased. The pilot then saw that the right engine rpm reading was decreasing through 90% and therefore ejected. The aircraft crashed in open farmland and was destroyed; the pilot sustained spinal injuries which were attributed to landing awkwardly.

#### Cause

3. Evidence of a lightning strike was found on the aircraft wreckage. It was deduced that the lightning had induced an aerodynamic disturbance which caused the left hand engine to surge, resulting in the excessive TGT seen by the pilot. The lightning had also damaged the main radio aerial connector thus preventing transmission and reception. The Low Pressure (LP) switch and cock

for the right hand engine were found to be in the off position but the cause of this could not be positively determined. However, the most likely explanation was considered that, during the high work load period of his final approach, the pilot made an inadvertent selection when he attempted to complete the shut down drill for the left engine.

#### **Claims**

4. Claims amounting to £11,020 for damage to property have been settled.