



# Military Aircraft Accident Summaries

028/83

7 November 1983

MILITARY AIRCRAFT ACCIDENT SUMMARY  
PUBLISHED BY THE MINISTRY OF DEFENCE  
AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE HAWK T1 XX305

Date: 28 July 1982  
Parent Airfield: RAF Valley, Anglesey  
Place of Accident: RAF Valley  
Crew: 1 student, 1 instructor  
Casualties: 1 killed, one major injury

MOD
ADJUTANT GENERAL
S/76787
623.746:656.708
G.B. MOD. PR
19/11/83

## Circumstances

1. On 28 July 1982, a student in the front seat of Hawk T1 XX305 was flying a steep turn during a practice Instrument Rating Test, when the instructor in the rear seat heard a rumbling noise under and to the rear of his position. At first, he suspected an engine failure. He took control, left the throttle set where it was, began a gentle climb and headed towards his base airfield. Almost immediately, both pilots became aware of strong, acrid fumes in the cockpit and selected 100% oxygen to breathe, in accordance with the appropriate emergency drills. The crew then carried out further drills which left them on an emergency oxygen supply that was guaranteed pure but of limited capacity.

2. During the recovery to Valley, the student complained of feeling unwell and his instructor, thinking that this was due to the effects of hyperventilation or overbreathing, advised him to regulate his breathing at a slower rate. As they were preparing to land, the student's oxygen supply ran out. He had difficulty in breathing, and removed his mask which disrupted communication between the two pilots. In the instructors anxiety to get the aircraft on the ground as quickly as possible, he misjudged the finals turn and lost control of the aircraft. He operated the command ejection system and both pilots were ejected at about 300 feet, with the aircraft steeply banked and rapidly losing height. The student struck the ground before he had separated from his ejection seat and died from his injuries. The instructor was severely injured when he landed because there had been insufficient time to allow his parachute to deploy fully. The aircraft crashed close to 2 houses, slightly damaging one of them.

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Cause

3. This unfortunate accident was caused by the instructor stalling the aircraft during the final turn. It was considered that he had allowed his natural concern for his student's well-being to distract him from controlling the aircraft. The original noise and smell were found to have been caused by a failure in the Cold Air Unit.

Claims

4. Superficial damage was caused to two properties including one house, in the vicinity of the crash. Repairs have been carried out at a provisional cost of £805.

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