



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries

MOD AERIAL VEHICLE	
ACC NO.	8/76787
PLAC	623.746:656.7.08
AUTH	GB.MOD.PR
DATE	16/2/84

MAAS 2/84

17 January 1984

AIRCRAFT ACCIDENT INVOLVING ROYAL AIR FORCE HAWK T1 XX300

Date: 20 October 1982
Parent Airfield: RAF Chivenor, Devon
Place of Accident: RAF Chivenor
Crew: One
Casualties: One Minor

CIRCUMSTANCES

1. In the course of flying an initial visual circuit of a first solo night familiarisation sortie, the pilot of XX300 turned the aircraft onto the final approach and lined up slightly to the left of the centre line at 350 feet and 130 kts. Almost immediately 3 birds were seen, 2 passed down the port side of the aircraft and 1 down the starboard side. There was no indication of an impact and the pilot assumed that the birds had missed the aircraft. Shortly afterwards, the pilot heard the engine noise die away but felt no change in thrust. He tried to regain control of the engine by selecting full power but the only response was the illumination of an engine warning. He did not hear any banging or rumbling from the engine. An eye witness saw the aircraft roll out on finals with a 15 - 20 foot flame trailing behind it. The pilot remained in the aircraft with the warning caption on, throttle fully open, and the attention indicators flashing for some seconds before he ejected at an estimated height of 185 feet, suffering slight face and back injuries. Five seconds later the aircraft crashed into the undershoot of the runway, slid through rough ground and cross the airfield perimeter track. Shortly after impact it lost its undercarriage and sustained considerable damage to the wings, flaps and lower fuselage.

CAUSE

2. The prime cause of the accident was the ingestion of a gull weighing between 300 and 1100 grams in the bypass duct of the engine. This resulted in an engine surge which rapidly developed into a locked-in stall and this produced an almost instantaneous loss of engine thrust. From the aircraft's position on finals it could not have reached the runway without the restoration of power and this in turn depended on successfully carrying out the appropriate surge drill. However, the aircraft would

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have struck the ground before power could have been restored and in the time remaining the pilot had to eject as the only course open to him.

SUBSEQUENT ACTION =

3. Although not actually instigated as a result of this accident, the Ministry of Agriculture, Fisheries and Food has set up a research programme into the nocturnal habits of birds, using night observation devices.

Issued by: Public Relations (Royal Air Force)
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