



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries



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ACCIDENT TO ROYAL AIR FORCE

JAGUAR GR1 XZ376

Date:	7 March 1983
Parent Airfield:	RAF Bruggen
Place of Accident:	Tain Weapons Range
Crew:	One
Casualties:	One Major Injury

CIRCUMSTANCES

1. Jaguar XZ376 was in the lead of a 4 aircraft formation which took off from RAF Lossiemouth for a practice weapon attack on Tain Weapons Range. Each aircraft was positioned at 20 seconds spacing from its predecessor. The method of attack employed on this occasion is regularly practised by Jaguar pilots, includes a sustained pitch-up from low level and results in weapon release with the aircraft in a moderate climbing attitude. The recovery of the aircraft from this climbing attitude at release follows a careful pattern and it was anticipated that the formation would complete the attack clear of cloud, the base of which was approximately 3000ft above ground level.
2. The pilot of XZ376 established his aircraft on the approach to the target, and at a predetermined position commenced a moderate climb prior to the attack. However, the automatic weapon release took place slightly later than was usual, which led to an increased height and climb angle from that calculated, and shortly after XZ376 entered cloud, having been rolled to the semi-inverted position. The pilot continued with the recovery using his instruments, but did not reduce the aircraft's angle of bank and as a result the aircraft left cloud in an inverted dive. The pilot realising his true position, simultaneously rolled the aircraft and pulled back on the control column to arrest the descent, but unfortunately, the magnitude of the "rolling pull"

was sufficient to exceed the aircraft's manoeuvre limitations and it yawed violently to the left and departed from controlled flight. The pilot realised that the aircraft was out of control and ejected; he sustained major injuries. The aircraft crashed on open ground within the range boundary and was destroyed.

CAUSE

3. The accident was caused by the pilot exceeding the aircraft's handling limitations when faced with an overbanked nose-low attitude near the ground following entry into cloud.

SUBSEQUENT ACTIONS

4. Pilots are now required to complete the full attack manoeuvre on instruments in order to cater for the possibility of cloud penetration. In addition, they have been reminded of the possible effects of simultaneous rolling and pulling with the aircraft close to its normal angle of attack limits.

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