



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries

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AIRCRAFT ACCIDENT TO ROYAL AIR FORCE

JAGUAR GR1 XX721

Date: 22 June 1983
Parent Airfield: RAF Coltishall, Norfolk
Place of Accident: Hahn, Germany
Crew: One
Casualties: One Major Injury

CIRCUMSTANCES

1. XX721 was one of a number of Jaguars which were detached to Hahn Air Force Base, West Germany and, on the afternoon of 22 June 1983, it took off as No 3 of a 3 aircraft formation. The preparation for the flight had been uneventful and, up to the point of take off, the pilot's checks showed that all the aircraft's systems were functioning normally. However, as the aircraft climbed through 500 ft, the audio alarm sounded and warning captions illuminated indicating that the contents in the engine fuel feeder tanks were decreasing. The pilot checked that the fuel supply switches were correctly selected, but shortly afterwards both engines flamed out. Having tried unsuccessfully to relight one of the engines, the pilot ejected at a height of approximately 800 ft above ground level; he sustained injuries to his back. The aircraft crashed into a forest and was destroyed.

CAUSE

2. It was later established that the aircraft had been fully fuelled for the sortie, and examination of the wreckage showed that all the fuel supply switches had been in their correct positions. A lengthy and detailed investigation then took place during which an analysis was made of possible technical failures which might have interrupted the supply of fuel to the engine feeder tanks. It was shown that no single failure could be accounted for the accident. However, it became evident that a sequence of failures could have resulted in the interruption to the normal transfer of fuel. Regrettably, there was no firm technical evidence to confirm this hypothesis. In the absence of any positive indication as to the cause of the accident, the investigation concluded that the most likely explanation was a series of unidentified technical failures which had combined to interrupt the supply of fuel to the engines. The possibility of a recurrence was considered so remote that modification to the fuel system has been discounted.

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