



# MINISTRY OF DEFENCE

## Military Aircraft Accident Summaries

10 OCT 1985  
PARLIAMENTARY HOUSE

MAAS 22/85

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### AIRCRAFT ACCIDENT TO ROYAL AIR FORCE JAGUAR GR1A XZ395

Date: 22 August 1984  
Parent Airfield: RAF Coltishall, Norfolk  
Place of Accident: North Sea, 20 NM ENE of Cromer  
Crew: One  
Casualties: One major injury

#### CIRCUMSTANCES

1. On 22 August 1984 a pair of Jaguar aircraft were engaged in an Air Combat Training (ACT) sortie over the North Sea. The sortie comprised a series of tail chases with each pilot in turn acting as the leader. After completing the first tail chase uneventfully, the pilot of XZ395 took the lead and commenced a gentle descending turn to the right. He descended 2000 ft and turned through 120° before levelling his wings at a speed of 420 kts. He then pulled into a wing over manoeuvre to the right with an apex at 13000 ft and a minimum speed of 280 kts. As he started down from this wing-over he saw the other aircraft in his half past 3 position at a distance of approximately 150 yards and closing. The pilot of XZ395 rolled to gain level flight and to assist the other pilot to extend his spacing. This was achieved by the other aircraft which passed to the rear and below of XZ395.

2. Having levelled the aircraft, the pilot of XZ395 heard and felt a distinct 'thud' through the airframe. At first he thought that he might have collided with the other aircraft but in fact there had been no collision. Shortly afterwards XZ395 suffered a sudden yaw to the right which the pilot was unable to counter. The nose of the aircraft then dropped and it commenced a rapid uncontrol-

iable roll through 360° to the right and as the aircraft returned to the wings level position it continued to slice to the right. Realising that the aircraft was out of control and approaching 10000 ft, the pilot ejected; he was rescued from the sea 25 minutes later by helicopter and was subsequently found to have suffered a back injury which was classified as major.

#### CAUSE

3. The investigation established that a large rudder movement, in excess of that normally available, would have been needed to produce the yaw manoeuvre described by the pilot of XZ395. There were 2 possible explanations which could have accounted for this rudder deflection: first, an uncommanded rudder movement and secondly, a control linkage disconnect. Unfortunately, despite the recovery of a large proportion of the wreckage from the sea, no evidence was forthcoming to substantiate either of these 2 possibilities.

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