



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries AUG 1986

ADMIRAL HOUSE

10/86

8 August 1986

AIRCRAFT ACCIDENT TO ROYAL AIR FORCE

BUCCANEER S2B XV341

Date:	14 June 1985
Parent Airfield:	RAF Lossiemouth, Scotland
Place of Accident:	RAF Lossiemouth Airfield
Crew:	Two
Casualties:	One-pilot killed

CIRCUMSTANCES

1. On 14 June 1985, the crew of Buccaneer S2B XV341 rejoined the airfield visual circuit after an uneventful maritime training sortie. The aircraft flew normally until the start of the final turn when the crew felt an unusual yawing movement, similar to that experienced when the bomb-door rotates. They checked around the cockpit and airframe but noticed nothing unusual. The navigator then checked in his mirror and saw that the tailplane was moving erratically and in larger than normal steps. The pilot decided that he had insufficient fuel to investigate the problem and continued his approach to land. However, he warned the navigator to be prepared to eject and experimented with the yaw and pitch auto-stabilisers in an unsuccessful attempt to rectify the tailplane problem.
2. As they rolled out of the finals turn, the pilot had full control of the aircraft, and the navigator, noting that the flight path still appeared normal,

asked the pilot to check undercarriage and flap. However, about 2 seconds later the pilot called "Eject, Eject". The navigator ejected successfully, but the pilot was killed when the aircraft crashed into the runway undershoot.

CAUSE

3. The investigation established that the accident was caused by a loss of tailplane control resulting from a linkage disconnecting on the tailplane powered flying control unit (PFCU). The nut and bolt that connects the linkage were found below the PFCU within the fin structure. During the final turn, the nut became unscrewed from the bolt which probably then withdrew in stages from the linkage; therefore the pilot had a measure of tailplane control, albeit erratic, until the bolt disengaged completely. Recovery of the nut and bolt confirmed that the locking method performed by the PFCU manufacturer to retain the nut on the bolt was inadequate. A modification was introduced on all Buccaneer aircraft to prevent the bolt from falling out of linkage should the nut become detached from the bolt.

CLAIMS

4. Two claims were received for damage to a field of corn and a combine harvester; a total sum of £1,600-00 has been paid.

Issued by: Public Relations (Royal Air Force)
Ministry of Defence
Main Building
Whitehall
London SW1A 2HB

01-218 3253/4