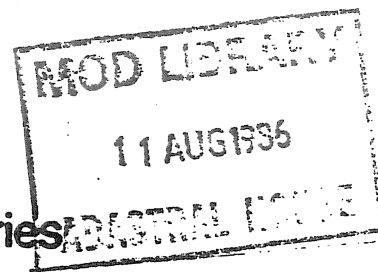




# MINISTRY OF DEFENCE

## Military Aircraft Accident Summaries



11/86

8 August 1986

### 2 ROYAL AIR FORCE JAGUARS GR1 XX728 AND GR1A XX731

DATE: 7 October 1985  
Parent Airfield: RAF Coltishall  
Place of Accident: 4 nm West South West of Alston Cumbria  
Crew: One in each aircraft  
Casualties: One killed and one minor injury

#### CIRCUMSTANCES

1. On 7 October 1985, 3 RAF Coltishall Jaguars flew a low level sortie consisting of attacks on Holbeach and Cowden Ranges, followed by low-level tactical flying training. The weather was suitable for the sortie which had progressed as planned. The formation was west of the Pennine Ridge heading north west, with the number 2 aircraft on the starboard side, closer than normal and slightly swept on his leader. In an effort to regain line abreast formation, the number 2 increased speed to 470-480 knots. The leader commenced a starboard turn, which involved crossing over his number 2, at a pre-planned point. The number 2, who was still swept on the leader, whilst waiting for the leader to cross above, descended slightly to get some vertical separation before starting a gentle turn to starboard. The leader flew a slacker than normal turn, but once he had crossed, the number 2 tightened his own turn, climbing slightly to maintain height above gently rising ground. After a brief check of his heading in the Head Up Display, the number 2 looked in his 1 o'clock position for the other aircraft, but was surprised to see it closer than expected in his 2 o'clock position. Realising that a collision was imminent the number 2

rolled the aircraft and pushed the nose down to avoid the other aircraft, but immediately felt an impact and the cockpit filled with flames.

2. The number 2 tried to eject but missed the handle on the first attempt because his view was obscured by flames. His second attempt was successful and there followed a very short parachute descent. All the indications were that the pilot of the lead aircraft was incapacitated in the collision and did not attempt to eject.

#### CAUSE

3. The accident occurred because the number 2 pilot failed to maintain an adequate look-out for his leader in the cross-over turn, compounded by the leader flying a slacker than expected turn. These 2 factors combined to cause the accident.

#### CLAIMS

4. Two claims were received as a result of the accident, one claim has been paid for £497.50 in respect of damage to property, a second claim has yet to be settled.

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