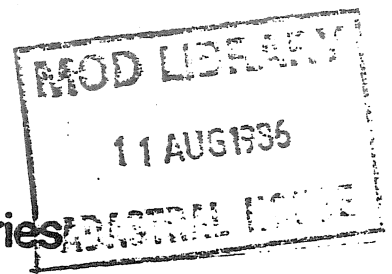




MINISTRY OF DEFENCE

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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