



MINISTRY OF DEFENCE

Military Aircraft Accident Summaries

15/88

November 7, 1988

AIRCRAFT ACCIDENT TO ROYAL AIR FORCE HAWKS xx241 & XX259

Date:	16 November 1987
Parent airfield:	RAF Scampton
Place of accident:	Welton, Lincolnshire
Crew:	One in each aircraft
Casualties:	Two major

CIRCUMSTANCES

1. On 16 November 1987 the Red Arrows briefed for a display practice to be flown over RAF Scampton. On start up, the No 2 had difficulty testing his airbrake, which worked normally after an initial failure to extend. The practice began and proceeded uneventfully with the No 2 using his airbrake during the course of a manoeuvre. The team undertook a 7 Arrow formation. As the leader began to roll out from a right hand turn in a slight climb, he called for airbrakes out in preparation for a Roll Back, which is flown with airbrake extended. The No 2, flying line astern on the leader, selected his airbrake out but it failed to extend. As a result, he began to move forward despite further attempts to apply airbrake selections. The No 2 asked the leader to roll out of the turn and eventually stabilised under the cockpit section of the leader, however the No 2's fin then struck the lead aircraft causing both aircraft to pitch up which in turn caused further damage. The other aircraft broke formation. As the No 2 pitched up further it rolled right before yawing to the left in a

cart-wheeling manoeuvre. Both pilots ejected successfully and the aircraft crashed in the vicinity of the village of Welton, one in an open field, although the wreckage of the other struck a row of houses. The No 2 pilot sustained a broken right leg and the leader suffered crush fractures of the vertebrae. No physical injuries were sustained by any civilians.

CAUSE

2. The investigation determined that the accident was caused by failure to maintain safe separation between the lead and the No 2 aircraft. The airbrake failure was a contributory cause.

SUBSEQUENT ACTION

3. Hawk airbrake selector switch maintenance has been reviewed and a redesign of the associated circuitry is being investigated.

CLAIMS

4. Minor claims have been settled with interim payments made on those still to be finalized.

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