



# MINISTRY OF DEFENCE

## Military Aircraft Accident Summaries

8/90

11 June 1990

### AIRCRAFT ACCIDENT TO ROYAL AIR FORCE

#### HAWK XX192

Date: 20 September 1989  
Parent Airfield: RAF Brawdy  
Place of Accident: RAF Brawdy  
Crew: Two  
Casualties: 2 Fatal

#### CIRCUMSTANCES

1. On 20 Sep 89, XX192 took off from runway 20 at RAF Brawdy and turned left onto a climb out heading of 060°. It was being flown by a student pilot who was within a month of completing the Tactical Weapons Unit course. He had been briefed with a student navigator to fly a transit sortie to RAF Scampton. The weather was 4/8ths strato cumulus at 1200 ft, visibility 13 kms and the wind was 180-200° 25 kts, gusting 37-42 kts.

2. The pilot checked in on the departure frequency and 30 seconds later he reported that he had a warning of low oil pressure. He returned to the tower frequency and called that he was joining downwind. While the controllers were looking for the aircraft to appear downwind on runway 20, it was seen on the final turn to runway 15. The aircraft entered a steep dive, impacted the ground some 300 meters short of runway 15 threshold and was destroyed. Neither crew member initiated an ejection sequence.

#### CAUSE

3. On examination, the engine and oil system components appeared to have been serviceable prior to impact. Although impact and fire damage prevented conclusive evidence being obtained, the oil pressure warning was probably the result of a fault in the oil pressure switch.

4. The pilot recovered the aircraft to the airfield and, finding himself in a good position for a precautionary landing on runway 15, he closed the throttle to idle. On the final turn, he carried out some positioning manoeuvres, flying XX192 on the edge of its performance envelope and at such a high Angle of Bank that, in an attempt to maintain speed, he appeared to have allowed the nose to drop and to have forgotten to lower the flaps. However, he may have been distracted by factors such as preoccupation with lining up with the runway, looking in the cockpit to

check the undercarriage was locked down or talking on the intercom. Furthermore, the strong wind and turbulence would have increased his workload and the lack of visual approach aids on that runway would have degraded his ability to assess his vertical position in relation to the runway threshold. This distraction probably resulted in him being totally unaware of the aircraft's rate of descent until just before impact.

#### CLAIMS

5. Claims to the value of £7500 have been settled as a result of damage caused by this accident.

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