

TANJUG.TACNO

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**THE MILITARY AIRCRAFT "EAGLE 22" HAS CRASHED , PILOT
EJECTED HIMSELF.**

ČAČAK - Nearby the Mrčajevci village today, about 12.30 pm , due a test flight and aero - technical testing the aircraft "J -22 Eagle" of the Serbian Military crashed and the pilot ejected. He feels good - according to the Ministry of Defence.

As stated, the pilot Major Ivan Pantic from 98t Aviation Brigade from Kraljevo , ejected from the aircraft. Major Pantic feels good and he is in stable condition, and during the day will be transported to the Military Medical Academy because of further examination.

The aircraft crashed into the field in the region of the village Mrcajevci without damaging buildings and civilians.

The place of the crash is provided in cooperation with personal of the Ministry of Interior Affairs.

The Chief of of the Extraordinary Emergency Department of the Morava region, Mr. Dragisa Brocic said earlier that the military aircraft crashed around 12.30 pm when the pilot ejected and wasn't injured.

He added that the Cacak Fire brigade arrived around 12:59 pm to the scene where took the part in extinguishing of the fire .

"The plane crashed 25 meters from a house and several nearby buildings were damaged ," said Bročić .

He said that the investigation will be carried out by the Military investigation departments and give an official statement about the cause of the crash .

The crash of a military aircraft - a professional hazard

The Military analysts , Mr. Aleksandar Radic and Mr. Bojan Dimitrijevic estimated that today's dcrash of the Military aircraft, " Eagle " is a kind of professional hazard that is present even in states with the most modern aircrafts , but it points to a key problem in the Military of Serbia - the necessity of purchasing of new and modern aircrafts.

Mr. Radic believes that the crash of the aircraft could not be foreseen because the accidents occurred in military aviations happen in countries that have the latest generation of battle aircrafts and with the most sophisticated technology.

" When you c fly you can crash too - it's a facts that happens at most modern aircrafts with the latest technology ," said Mr. Radic to Tanjug.

According to him , the global statistics of accidents at Military Aviation show that the accidents appear mostly at the beginning of its usage of an aircraft when its new and at end of its life.

He reminded that the aircraft " Eagle" is for a long time in usage here and that it is " in the latter years of its career ," and he pointed out the problems with servicing and spare parts which led " to an increased risk of flying ."

" In the case of the "Eagle " till now there have been a lot of problems mainly related to the hydraulic system and the landing gear which is in relation to the hydraulic system and that is the problem which was following this plane during its entire career ," said Mr. Radic .

At the same time he pointed out also that " many other aircrafts was made in countries that are more technologically sophisticated and developed have serious technical problems with their aircrafts ."

Mr. Dimitrijevic said to Tanjug, by citing the available information that to the crash of that aircraft came during the " routine activities and the training process in the daily work ."

" What draws attention is the fact that it was the fifth - sixth crash in military aviation accidents in the past few years and what is characteristic for the aircraft " Eagle " is that in the last two accidents as in this one there were no civilian victims ," he said.

Dimitrijevic said that the fact that the aircraft " Eagle" is for more than 25 years in use in our Air Force , and that "this shows that the procurement of new aircrafts is one of the key issues not only of Military Aviation but for the whole Military too."

"I think that this accident that happened today will focus attention of the public and authorities to the purchasing of new aircrafts which has not happened in last twenty years," Mr. Dimitrijevic said.

According to his words, especially is good that there were no civilian victims and that although such accidents attract the public attention that shows that the Air Force operates well.

Characteristics of the aircraft "Eagle"

Military aircraft "Eagle" is one of several types of that aircraft which are used by the Air Force and the Air Defence of Serbian Military .

This type of aircraft, which first flew on 30th October, 1974. is designed as a fighter-bomber aircraft for supporting the troops and planned to carry out tasks at low highs and with high supersonic flight speeds .

The "Eagle " performs remarkably high speed at low altitudes , more than any other aircraft of the same category, which is enabled by the modern aerodynamic concept of the aircraft and hull shape .

That aircraft is the high wings aircraft with swept wings and tricycle landing gear type, and the high landing gear is adjusted to the primary purpose allowing to carry an optimal quantity of various ordinances.

"Eagle" is air-conditioned and pressurized cabin with the most modern ejection seat with characteristic 0-0, and for the safe landing and a quick stop the device has two main wheels on the main legs in which are built the hydraulic disc brakes and friction plates .

Automatic control of braking allows that the aircraft can land and do not crash when his only one wheel braking on ice or wet surfaces , and the other on the dry surface, according to the literature . The aircraft is intended primarily for the impact at ground targets , but also for the interception and destruction of transport aircraft and slower machines.

What makes this plane was best known is the fact that the test pilot, Mr.Marian Jelen in it broke the sound barrier in a 30 degree dive .

The development of aircraft carrier " Eagle" began in the late sixties in the Aeronautical Technical Institute, and the aircraft was designed as a sound around fighter-bomber for the support to the units on the front line and for assault operations. To the development in the 1970s. joined and Romania , whose aviation forces were needed to replace the aircraft " MiG -17" , according to the literature .

The project was named as " YUROM " , and the plane was later named inYugoslavia as the " J -22 Eagle" , while in Romania was marked as the " IAR -93 ." The first aircraft manufactured were intended for reconnaissance missions , and marked as IJ- 22 and INJ -22 (two-seater), and the fighter- bomber variant was marked as J -22, and the school two-seater version as the NJ - 22.

Aircraft "Eagle" was used in conflicts in the territory of SFRY . The Air Force was using the 33 aircrafts " Eagle" in four basic fighting, teaching and reconnaissance versions.

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