



NEWS RELEASE

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FOR IMMEDIATE RELEASE

T-6A TEXAN II ACCIDENT INVESTIGATION COMPLETE

RANDOLPH AIR FORCE BASE, Texas – An investigation of the Sept. 24, 2010, T-6A Texan II mishap near Laughlin Air Force Base, Texas, concluded that pilot error was responsible for the chain of events that led to the aircraft's crash and destruction.

Both pilots were able to eject from the aircraft, though one of them sustained a significant back injury during the ejection.

The accident resulted in the total loss of the \$5,011,287 trainer, as well as incidental damage to a barbed wire fence on private property near the crash site between Brackettville and Spofford, Texas. No one on the ground was injured as a result of the mishap.

According to the Accident Investigation Board report, the mishap occurred during formation flight training with another aircraft. While the aircraft were practicing a maneuver known as a "rejoin," the instructor pilot inadvertently moved the power control lever into the off position, resulting in the shutdown of the plane's single engine.

The instructor pilot immediately realized what had happened and attempted to restart the engine, a process known as an "airstart." However, the AIB found that the instructor pilot

incorrectly executed the airstart procedures, resulting in catastrophic damage to the engine that precluded any possibility of restoring the aircraft to powered flight. Over the next several minutes the instructor pilot continued to attempt to restart the engine as the aircraft gradually lost altitude, until the instructor pilot activated the ejection system.

The AIB additionally concluded that the pilots missed the opportunity to attempt a forced landing at an auxiliary airfield. According to the AIB report, the pilots' attention was overly focused on restarting the engine, delaying a decision to attempt a forced landing.

The AIB was chaired by Col. Bradley K. McCoy, 325th Fighter Wing vice commander, Tyndall AFB, Fla.