

EXECUTIVE SUMMARY AIRCRAFT ACCIDENT INVESTIGATION

F-16CM, T/N 90-0717 AND 90-0733 KUNSAN AIR BASE, REPUBLIC OF KOREA 29 JULY 2011

On 29 July 2011, at approximately 0700 hours local time (L), an F-16CM, tail number 90-0717 (MA1) assigned to the 80th Fighter Squadron (FS), 8th Fighter Wing (FW), Kunsan Air Base (AB), Republic of Korea (ROK), ran into F-16CM, tail number 90-0733 (MA2) also assigned to the 80 FS. The pilot of MA1, Mishap Pilot 1 (MP1), failed to notice MA2 had stopped in front of him until immediately prior to impact. After the impact, both aircraft were shut down and both pilots egressed. There were no injuries or fatalities. Both mishap aircraft were damaged.

MP1 (a Captain assigned to the 35 FS) was number four in a flight of four F-16s flying a training mission as part of an 8 FW Operational Readiness Exercise (ORE). While taxiing to the runway for takeoff on the first of three scheduled sorties for the day, the first aircraft of the four-ship (Mishap Flight Lead (MFL)) stopped on the taxiway as part of a standard check of the Radar Warning Receiver (RWR). The second and third aircraft in the four-ship stopped behind the first. However, MP1 was accomplishing additional aircraft systems checks while taxiing and failed to notice the aircraft in front of him had stopped. When MP1 realized the aircraft in front of him had stopped, it was too late to avoid colliding with MA2.

MA1 received extensive damage totaling \$2,041,997.17. This included damage to the nose cone, nose radome, FCR antenna, targeting pod, forward fuselage, bulkhead, canopy, equipment bay door and side access door. MA2 received damages totaling \$589,321.74, including damages to the wing box assembly, horizontal stabilizer, fuel tank, pylon assembly, and targeting pod. There was no damage to private property or any other aircraft. The total cost to the US government is \$2,631,318.91.

The board president found, by clear and convincing evidence, the cause of the mishap was negligence by MP1. MP1 suffered a breakdown in his visual scan resulting in a failure to properly monitor his aircraft's position relative to the aircraft in front of him. MP1 also experienced task mis-prioritization and channelized attention. These factors were determined by the board to be causal in this mishap. The board found overconfidence and excessive motivation to succeed to be contributory factors in this mishap.

Under 10 U.S.C. 2254(d), any opinion of the accident investigators as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report, if any, may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.