

ADDENDUM EXECUTIVE SUMMARY

AIRCRAFT ACCIDENT INVESTIGATION

A-10A, S/N 80-0266

Boise Air Terminal, Gowen Air National Guard Base, Idaho

20 Jan 00

On 20 Jan 00, 1842L, an A-10A, S/N 80-0266, impacted the ground approximately 12 miles west of the Boise Air Terminal and was destroyed. The mishap pilot was killed. The mishap was investigated pursuant to AFI 51-503, and the report was approved on 9 May 00. The Board was unable to determine a cause by clear and convincing evidence. However, by identifying substantially contributing factors, the Board concluded the mishap most likely occurred due to pilot error caused by spatial disorientation during particularly adverse weather conditions. Additional contributing factors included possible distraction of the mishap pilot (MP) due to potential failure of the cockpit lighting, radio or navigation equipment, and possible failure (or MP distrust because of a history of failure) of the main ADI.

Following release of the report, a former member of the mishap Wing came forward to dispute the findings of the AIB. Based on his experience working in the A-10 engine maintenance shop, he believed the Auxiliary Power Unit (APU) could have caused a fire on the mishap aircraft (MA) due to a faulty hot air check valve. The Board had previously ruled out APU malfunction, as well as the possibility of a pre-impact fire. Nonetheless, it was decided to re-open the AIB to investigate the new theory.

The proponent of the theory was interviewed, and the APU itself and the original report, including the tear-down analysis of the APU, were carefully re-examined. The re-examinations revealed no evidence of a pre-impact fire or explosion. The most reliable witnesses to the mishap ruled out pre-impact fire or explosion. Analysis of maintenance practices on the MA confirmed all maintenance was performed in accordance with existing technical orders, regulations and guidance. Furthermore, analysis of the APU hot air check valve showed no evidence of failure.

Based on the foregoing, the Board concluded there was no reason to change its opinion as stated in the original AIB report.

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 may not be considered as evidence in any civil or criminal proceeding arising from an aircraft accident, nor may such information be considered an admission of liability by the United States or by any person referred to in those conclusions or statements.