

## EXECUTIVE SUMMARY

### AIRCRAFT ACCIDENT INVESTIGATION T-6A, SERIAL NUMBER 95-3008 THE 559<sup>TH</sup> FLYING TRAINING SQUADRON RANDOLPH AIR FORCE BASE, TEXAS 31 AUGUST 2000

On 31 August 2000, at 1632 Central Daylight Time, a T-6A, S/N 95-3008, crashed 3.5 miles south of Stinson Municipal Airport, San Antonio, Texas. The T-6A Texan II (MA), assigned to the 559<sup>th</sup> Flying Training Squadron (FTS), 12<sup>th</sup> Flying Training Wing, Randolph Air Force Base, Texas, was on an instructor enhancement program training mission. Both the Mishap Instructor Pilot (MIP) and the Mishap Pilot (MP) ejected safely sustaining minor injuries. The MIP received cuts and abrasions on his face from ejecting without his oxygen mask fully connected and a broken ankle from his parachute landing fall. The MP had several shards of canopy embedded in his eyes due to ejecting without his visor down. The aircraft impacted in a cornfield causing virtually no property damage. The MA was destroyed upon impact, with loss valued at \$5,538,549.00.

Shortly before impact, the mishap crew (MC) was flying a Global Positioning System (GPS) approach to Stinson Municipal Airport, Texas. As they approached the final approach fix, the MIP directed the MP to configure the aircraft. After lowering the gear, the MP was unable to locate the flap lever. The MIP described the location of the flap lever and then stated he was lowering the flaps. As the MIP lowered the flaps, the crew experienced a total loss of power. After one restart attempt, the crew ejected.

I find by clear and convincing evidence the primary cause of the mishap was the MP inadvertently placing the power control lever (PCL) to the cut-off position. As a result, the engine lost all power. All aircraft systems functioned as designed throughout the entire flight. Both pilots testified that the MIP moved the flaps to "TAKEOFF". The MP was flying the airplane and at the time searching for the flap lever. He had his hand above and around the PCL. According to the Flight Data Recorder, the flap lever was moved from "UP" to "TAKEOFF" during the same second of flight the PCL was moved below idle. Due to the relationship of the flap lever and the PCL cutoff finger-lift, it is impossible for one person to do both without intentionally trying to do so.

- But for the fact the MP was unfamiliar with the T-6A cockpit, he would not have been looking for the flap lever during the approach.
- But for the fact that the MP inadvertently placed the power control lever (PCL) to the cut-off position, the engine would not have lost power.

**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.**