

## EXECUTIVE SUMMARY

On 12 January 2001 at 1412L, a class A mishap occurred at Osan AB during the final approach to landing phase to Runway 27. The aircraft's callsign was Plasma 21, an A/OA-10A (serial # 80-0158), assigned to the 25<sup>th</sup> Fighter Squadron, Osan AB, Republic of Korea. (ROK). Plasma 21 was a single ship mission enroute to Prohibited Area 518 to conduct Close Air Support with a Ground Forward Air Controller (GFAC). Approximately twenty-one minutes into the mishap sortie the right engine oil pressure light illuminated accompanied by the Master Caution light. The mishap pilot (MP) reversed course and proceeded to return to Osan AB. The MP shut down the #2 engine in accordance with the Dash 1 checklist.

The MP testified he experienced the aircraft's stall warning indication several times while on final approach and adjusted his control inputs by relaxing back stick pressure. After repeating this procedure several times while on final the aircraft eventually descended below desired glideslope. The MP was now approaching approximately 1 NM on final and slightly below the normal glide slope. The Accident Investigation Board concluded the aircraft's stall warning was caused by the pilot's failure to apply sufficient left rudder to sustain coordinated flight.

The pilot felt that the unfamiliar stall warning activation combined with the lower than desired altitude created an unsafe condition and made the decision to go-around. He reported to tower "Plasma 21 is going around" and initiated his go-around. He placed the left throttle to maximum while applying some additional left rudder and retracted the gear. Shortly after placing the left throttle to max the aircraft increased its yaw to the right and started to stall. The MP felt the aircraft was out of control and initiated a successful ejection. The aircraft was destroyed on ground impact.

The board president opined that a significant contributing factor to this mishap was improper maintenance practices when replacing the oil line, which required the MP to shut down the number two engine inflight. The cause of the mishap was pilot error. The pilot failed to maintain control of the aircraft while executing a single-engine go-around resulting in the aircraft departing controlled flight followed by pilot ejection.

Under 10 U.S.C. 2254(d), any opinion of the accident investigators as to the cause of, or 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.