

EXECUTIVE SUMMARY

AIRCRAFT ACCIDENT INVESTIGATION

F-15A, S/N 75-0040

123D FIGHTER SQUADRON, 142D FIGHTER WING

OREGON AIR NATIONAL GUARD, PORTLAND INTERNATIONAL AIRPORT

26 JUNE 2007

On 26 June 2007 at 1331 local time, an F-15A aircraft, serial number 75-0040, impacted the Pacific Ocean 42 nautical miles west of Arch Cape Oregon during a training mission. The mishap pilot (MP), Major Gregory D. Young, was fatally injured and the mishap aircraft (MA) was completely destroyed. Search and Rescue efforts recovered remains from the MP and some wreckage. The mishap occurred within Warning Area 570, an authorized restricted airspace for military training, and caused no damage to private property.

The MP was assigned to the 123d Fighter Squadron, 142d Fighter Wing (142 FW), Oregon Air National Guard (ANG), at Portland International Airport. The 142 FW mission is air defense of the Pacific Northwest, air superiority, support of national security objectives, and response to state and local contingencies. The MP served on active duty for 10 years as a T-38 flight instructor and F-15 pilot, until he transferred to the ANG in 2006.

The MA was part of a flight of four aircraft including another F-15 and two F/A-18s from Marine Fighter Attack Squadron 112, Naval Air Station, Fort Worth, Texas. The mission was planned as a Dissimilar Air Combat Training sortie involving engagements between the two F-15s performing as adversary support ("red air") against the two F/A-18s performing as friendly forces ("blue air"). The mission proceeded as briefed until the mishap, which occurred during the second engagement when all four aircraft were maneuvering in relation to each other.

The Board determined that the mishap was unrelated to the airworthiness and maintenance of the aircraft.

The AIB president found clear and convincing evidence that the MP experienced unrecognized (Type I) spatial disorientation (SD), which caused him to misperceive his attitude, altitude, and airspeed, until the MA impacted the water.

Under 10 U.S.C. 2254(d), any opinion of the accident investigations 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 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.