

EXECUTIVE SUMMARY
AIRCRAFT ACCIDENT INVESTIGATION
F-15C, SERIAL NUMBER (S/N) 83-0017,
71ST FIGHTER SQUADRON (FS),
LANGLEY AIR FORCE BASE (AFB), VIRGINIA
AND
F-16C, S/N 86-0269,
64TH AGGRESSOR SQUADRON (AGRS),
NELLIS AFB, NEVADA
EIELSON AFB, ALASKA
11 JUNE 2007

On 11 June 2007 at 1905 Zulu, or Greenwich Meridian Time, approximately 80 miles east of Eielson AFB, Alaska, Mishap Aircraft 1 (MA1), F-15C, S/N 83-0017, 71 FS, Langley AFB, Virginia collided with Mishap Aircraft 2 (MA2), F-16C, S/N 86-0269, 64 AGRS, Nellis AFB, Nevada. Both aircraft were participating in a RED FLAG-Alaska exercise. Mishap Pilot 1 (MP1) was flying MA1 as Blue air and attacking Red air. While attacking, MP1 descended out of his assigned altitude block of 30,000 to 35,000 feet. Mishap Pilot 2 (MP2) had been "killed" for exercise purposes and was exiting the airspace when MA1 and MA2 collided. MA1 immediately departed controlled flight, and MP1 ejected safely. MA1 crashed and was totally destroyed on impact, with the loss valued at \$33,174,003.72. MP1 was recovered approximately ninety minutes after the ejection. MA2 suffered damage to the left wing and tail section, but MP2 was able to land at Eielson AFB. The damage to MA2 was valued at \$1,041,595.00. Neither MP1 nor MP2 was injured. There were no civilian casualties or damage to private property. The estimated cost for clean-up of the crash site, a remote area on a vegetated hillside owned by the Alaska Department of Natural Resources, is \$19,000.

The Accident Investigation Board (AIB) President found by clear and convincing evidence that the cause of the accident was the failure of MP1 to stay within his altitude block because of channelized attention on mission tasks. MP1 lost situational awareness of MA1's altitude and MA2's position relative to MA1. The AIB President found sufficient evidence to conclude that the particular angle of MA1 relative to MA2 made it difficult for either MP1 or MP2 to visually acquire the other aircraft and substantially contributed to the 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 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.