

**EXECUTIVE SUMMARY**  
**F-16D S/N 87-0380 ACCIDENT**  
**12 MARCH 2007**

On 12 March 2007 at approximately 1109 local time (L), an F-16D (Block 30), S/N 87-0380, assigned to the 93<sup>rd</sup> Fighter Squadron, 482<sup>nd</sup> Fighter Wing, Homestead Air Reserve Base (ARB), Florida, departed controlled flight following low-speed air-to-air maneuvering during a continuation training (CT) Basic Fighter Maneuvers (BFM) mission and impacted the water approximately 67 nautical miles (NM) South-Southwest (SSW) of Homestead ARB and was destroyed. The mishap pilot (MP) ejected safely, receiving only minor injuries. There were no fatalities, no other injuries and no damage to personal property.

The MP was the leader of a flight of two F-16s. The MP had already accomplished air-to-air refueling with a KC-135 tanker, LOWAT (low altitude) air-to-air intercept training with another flight of F-16s and a BFM engagement. The MP flew an uneventful 1.0 hour sortie up to the point of the mishap. The mishap occurred near the end of the second BFM engagement. While maneuvering at low airspeed during the second engagement the MP's aircraft departed controlled flight. The MP initiated an attempt to regain controlled flight, but there was insufficient altitude to complete a recovery. The MP ejected, the mishap aircraft (MA) struck the water and was destroyed. To date, there have been no claims for damage to private property as a result of the mishap. There was some routine media interest in the mishap.

The Accident Investigation Board (AIB) found by clear and convincing evidence that the cause of the mishap was that the MP over controlled the aircraft by applying aft stick inputs at a force and rate which caused the aircraft to depart controlled flight. This immediately placed the mishap aircraft (MA) in an out of control condition and there was insufficient altitude to initiate a full recovery. The MP made a proper decision to eject. The MA struck the water and was destroyed. The Board also found by substantial evidence that there were two factors which contributed to this accident. The pilot ignored certain warning factors which would have alerted him to be smoother in his application of flight controls while maneuvering. Additionally, the aft center of gravity (CG) and centerline tank reduced the departure resistance of the F-16D.

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 of the United States or by any person referred to in those conclusions or statements.