

## **EXECUTIVE SUMMARY**

### **AIRCRAFT ACCIDENT INVESTIGATION BOARD**

**F-16C+, SN 87-0242  
TRUAX FIELD, WISCONSIN  
7 JUNE 2011**

On 7 June 2011, at 1316 local time, an F-16C+, serial number 87-0242, impacted the ground approximately 57 nautical miles northwest of Truax Field, Wisconsin. The Mishap Aircraft (MA) and Mishap Pilot (MP), assigned to the 176th Fighter Squadron, 115th Fighter Wing, Truax Field, Wisconsin, were participating in a training mission when the MA experienced a sudden loss of thrust approximately one hour and twenty-three minutes after takeoff. The MP was unable to achieve a successful engine restart. The MP ejected safely and sustained only minor scratches and bruises. The MA impacted near an unoccupied private residence and both were completely destroyed. There were no civilian injuries. The MA was valued at \$25,691,100.30.

The mishap mission was briefed as a continuation training basic fighter maneuver mission which involved simulated air-to-air "dogfights" between the MP and the mishap wingman, each in their own F-16 aircraft. As the mishap flight prepared to return to base, the MA experienced a sudden loss of thrust. The MP had cockpit indications of an engine failure and immediately began a turn to the nearest suitable runway while simultaneously initiating air start procedures to recover the engine. The MP jettisoned his empty external fuel tanks to reduce drag once clear of a populated area below the MA. The MP continued to attempt to recover the engine by executing air start procedures until the MA descended to the recommended minimum controlled ejection altitude. The engine never fully recovered and the MP initiated a successful ejection at 1,500 feet above the ground. The MA impacted the ground with the engine stabilized at a sub-idle RPM of approximately 50%. Distance to the nearest recovery field was beyond the MA's glide capabilities, thus negating any chance of safely recovering the MA.

The Accident Investigation Board (AIB) President found clear and convincing evidence the cause of the mishap was a failure of the power take-off shaft forward main bearing assembly within the Accessory Gearbox (AGB). Additionally, the AIB President found clear and convincing evidence the failure was caused by inadequate lubrication of the bearing assembly due to a complete or partial blockage of the AGB oil supply line with debris.

*Under 10 U.S.C. §2254(d) the opinion of the accident investigator as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report, if any, 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.*