

EXECUTIVE SUMMARY
AIRCRAFT ACCIDENT INVESTIGATION

F-16CG, S/N 89-2088

TULSA IAP, OKLAHOMA

12 OCTOBER 2000

On 12 October 2000, at 1427L (1927 Zulu), an F-16CG, S/N 89-2088, crashed 33 statute miles south/southeast of McConnell AFB, Kansas. The F-16CG, assigned to the 125 FS, 138 FW, Tulsa IAP, was part of a two-versus-four (2V4) air-to-air continuation training mission. The mishap pilot (MP) ejected safely. Following the ejection the MP was examined at SouthCrest Hospital, Tulsa, and released with minor injuries. Impact was in prairie grazing land, resulting in minimal damage to private property and no casualties.

Shortly before impact, the mishap aircraft (MA) experienced severe engine roughness and an audible bang, followed by rapid engine RPM decay and engine failure. The MP immediately turned the aircraft toward the closest emergency airfield, which was beyond safe gliding distance. Following two unsuccessful engine restart attempts, the wingman reported the MA on fire and the MP ejected. The MA was completely destroyed upon impact. The MP was promptly and safely recovered by local fire department personnel.

The primary cause of the mishap was the catastrophic failure of the number three bearing assembly, resulting in engine seizure. There is clear and convincing evidence to indicate that the number three bearing assembly was damaged during depot-level maintenance build-up, resulting in failure of the bearing rear inner race during engine operations. Ultimately the bearing race failure resulted in complete bearing assembly failure and engine seizure.

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