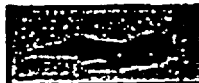


F-16 Crash Site

Updated: 11 Jan 02

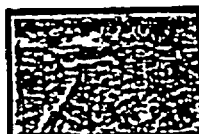


This site was designed and is maintained by a current and qualified F-16 fighter pilot and safety officer. Information and Knowledge to prevent mishaps.
email: jethirdng@jetsafety.com

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Recent News and Crashes

"I continue to be concerned about the engine problems in the F-16." -- Major General Timothy A. Peppe -- USAF Chief of Safety and Commander of the Air Force Safety Center. November 2000 Flying Safety Magazine Interview.



Near miss of a F-16 and a light single engine airplane at night. Photo was taken by the F-16 HUD (Heads Up Display). Click to enlarge image.



Near miss of a F-16 with a light twin at 16000 feet in an active MOA. Spring 2001. View from F-16 Heads Up Display.

FY 1999 USAF F-16 Crashes = 18 -- click to see details
FY 2000 USAF F-16 Crashes = 9 -- details below
FY 2001 USAF F-16 Crashes = 13 -- details below
FY 2002 USAF F-16 Crashes = 2 -- details below

Fiscal Year 2002 USAF F-16 Crashes

Date	Type F-16	Base	Cause	News Link
10 Jan 02	F-16C	New Jersey ANG	under Inv.	News link
25 Oct 01	F-16C	Luke AFB, AZ	Hard landing	
17 Oct 01	F-16C	Hill AFB, UT	High speed aborted takeoff	

Fiscal Year 2001 USAF F-16 Crashes

State's
Exhibit 75

Template = SECY-028

SECY-02

Date	Type F-16	Base	Cause	News Link
26 July 2001	F-16C	Terra Haute Air Guard, Indiana	Engine	
23 July 2001	F-16C	Luke AFB, AZ	Engine	AF News Links
18 July 2001	F-16C	Deployed to Turkey 510 FS	Engine	Yahoo news AF News
17 July 2001	F-16B	Edwards AFB, CA 416 FTS	CFIT Pilot killed. My friend.	AF News Link
6 July 2001	F-16CJ	Shaw AFB, SC 77th FS	GLOC Pilot killed.	AF News Link
12 Jun 2001	F-16C	Kunsan AB, ROK 35th FS	Night training-- NVG. Pilot killed.	AF News Link Accident Report
3 Apr 2001	F-16CJ	Misawa AB, Japan 13th FS	Engine Failure	AF NewsLink Accident report
21 Mar 2001	F-16	unknown	Engine Failure	
13 Dec 2000	F-16C	Cannon AFB, NM	Engine failure	AF News Accident Report
16 Nov 2000	F-16	Moody AFB, GA 69th FS	Mid-air w/ Cessna 172 Civilian pilot killed.	AF News Accident report
13 Nov 2000	F-16	Misawa, Japan	Mid-air w/ F-16 during G-awareness turn. Pilot killed. My friend.	AF News Accident report
13 Nov 2000	F-16	Misawa, Japan	Mid-air w/F-16	AF News
12 Oct 2000	F-16	Tulsa Air Guard	Engine failure	AF News

Fiscal Year 2000 USAF F-16 Crashes

Date	Type F-16	Base	Cause	News Link
31 Aug 2000	F-16C	Atlantic City ANG, NJ	Engine failure. Turbine blade separated, damage to oil system.	AF News
28 Aug 2000	F-16C	Ft Worth ANG	Pilot error. Unauthorized air show for in-laws. Pilot killed.	AF News AIB Report
8 Aug 2000	F-16CG & CJ	Nellis AFB, NV	Mid-air collision	AF News
21 Jun 2000	F-16CG	Hill AFB, AZ	Under Inv.	AF News
16 Jun 2000	F-16C	Luke AFB, AZ	pilot error. engine shut off	AF News AF News AIB report
19 Mar 2000	F-16C	Shaw AFB, SC	Pilot error during air show. Pilot killed. My friend.	AF News

16 Feb 2000	F-16CG	Luke AFB, AZ	engine	AF News
16 Feb.2000	F-16DG	Moody AFB, GA	NVG upgrade	AF News
17 Nov 1999	F-16C	170 FS, ANG	pilot error. Mid-air during a NVG upgrade. One of two destroyed	AIB results

Two F-16s collide at Kunsan, S. Korea - 12 Aug 99

F-16C from Cannon crashes - 12 July AFPN

F-16 Crashes / Pilot Killed - AFPN 2 July 99

F-16 pilot lands leading F-16

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F-16 Crash / Mishap Data

Under Construction:

FY 1999 F-16 Class A Mishaps

[FY 1998 F-16 Class A Mishaps](#)

[FY 1997 F-16 Class A Mishaps](#)

[FY 1996 F-16 Class A Mishaps](#)

[FY 1995 F-16 Class A Mishaps](#)

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F-16 Class B and C Mishaps for FY 99

under construction

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FY 1998 F-16 Mishap Review:

[Flying Safety Magazine](#) (see page 44) -- Acrobat PDF file format

["Military to temporarily suspend flights as safety measure" - CNN](#)

FY 1997 F-16 Mishap Review:

Flying Safety Magazine -- ["Viper Mishaps FY 97"](#)

FY 1996 F-16 Mishap Review:

Flying Safety Magazine -- ["Viper Mishaps FY 96"](#)

F-16 Ejection Statistics:

As of 12 July 99:

To date: 230

Survived: 214

Fatal: 29

Out of Envelope: 17

Rate: 93 %

["20 Years -- ACES II"](#) --Flying Safety: ejection Information

[Ejection Site](#) informative site on ejections



F-16 ejection. Canopy goes first.



F-16D (two seater) at MacDill AFB, FL



Parachute deployment

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Links to Statistics:

[F-16 Crash Statistics](#) - courtesy of the USAF Safety Center

[F-16 Engine Failure History](#) - data involving F-16 engines

Links to F-16 Bases:

[USAF Web Site](#)

[Air National Guard Web Site](#) for info on guard bases

[Air Combat Command](#)

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[Eglin AFB, FL](#) - F-16 Test

[Luke AFB, AZ](#) (Pratt & Whitney Engine)- Fighter Country On-line - largest F-16 base

[Arizona Central](#) -- Az Republic Online News

[Hill AFB, UT](#) (GE Engine)-- 388th Fighter Wing On-line

[Standard.Net](#) -- Utah's Online News Source

[Mt. Home AFB, ID](#) (Pratt & Whitney Engine)

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[Aviano AB, Italy](#) (GE Engine)

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Links to manufacturers:

[Lockheed Martin \(formerly General Dynamics\)](#) - makers of the F-16

[Pratt and Whitney](#) - engine manufacturer of the F-100PW 220/229


[General Electric](#) - engine manufacturer of the F110-GE100/129

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Books from JetSafety's Bookstore:

[F-16 Fighting Falcon](#): by Robbie Shaw. One of the few F-16 books still being printed. My favorite book on the F-16-- accurate and great photos. If you like F-16s, you should have this book!

Military Aviation Disasters: by David Gero. Motorbooks International; New book. Will this book tell the truth about military aviation crashes?

 Vipers In The Storm -- Diary of a Fighter Pilot. by Keith Rosenkranz with Foreword by Dick Cheney, former U.S. Secretary of Defense. This is the newest book in regard to F-16s and combat told by a fighter pilot with 27 night missions during Desert Storm. Keith is now a Delta pilot.

For More books visit: **JetSafety's Bookstore** in association with Amazon.com

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Links to organizations:

[F-16 Viper Pilot Association](#)- excellent source of F-16 Info

[F-16 3-4-9](#) - good source of information

[F-16 Page](#) by German Retana

[Josh's F-16 Page](#)

[Association of Christian fighter pilots](#) - good info F-16 specifics

[Janes](#) - detailed descriptions of military aircraft

[Fighter Town](#) - information on fighters

[Voodoo F-16 Page](#)

[Headhunter Association](#) - 80th Fighter Squadron alumni

[VD4C](#) - good F-16 page.

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Air Force News Archive

F-16 crashes near Luke

07/23/01 - LUKE AIR FORCE BASE, Ariz. (AFPN) -- An F-16 Fighting Falcon from here crashed July 23, north of Gila Bend, Ariz., about 60 miles southwest of the base.

Maj. Robert P. Egan, who ejected safely from the aircraft, was conducting air-to-ground attack training at the time of the mishap.

A board of officers will investigate the accident. (Courtesy of Air Education and Training Command News Service)

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Reservists rescue F-16 pilot in Turkey

07/20/01 - **ROBINS AIR FORCE BASE, Ga. (AFPN)** -- Within minutes of getting the call, an Air Force Reserve Command HH-60G Pave Hawk crew scrambled to retrieve a pilot whose F-16 Fighting Falcon crashed July 18 near Batman, Turkey.

The crew from the 305th Rescue Squadron, Davis-Monthan Air Force Base, Ariz., was deployed to Turkey when it picked up Capt. Michael A. Nelson Jr., of the 31st Fighter Wing, Aviano Air Base, Italy. The 305th RQS is providing combat-search-and-rescue support for Operation Northern Watch.

At the time of the incident, the F-16 was en route to a mission enforcing the northern no-fly zone over Iraq. Batman is in eastern Turkey, near the Iraqi border. The rescuers were at a forward operating location, preparing to go on alert, at the time.

"Our people picked up the pilot (soon) after he bailed out," said Lt. Col. Harold Maxwell, 305th RQS deputy commander for operations. "After they took him to their base, they transferred the pilot to a C-130 (Hercules) where the two pararescuemen and our flight surgeon treated him on the one-hour flight to (Incirlik AB, Turkey)."

This was not the first time his unit has come to the aid of a pilot in that part of the world, he said. The last time was seven years ago when rescuers flew into Iraq to get a downed British Harrier crew.

During this deployment, most of the 305th RQS members volunteered for the squadron's entire six-week commitment. Reservists usually serve overseas for two weeks.

"They are an experienced, dedicated group," Maxwell said. "Most of the crews have more than 3,000 flying hours. They have given up their civilian vacation time because they believe in what they've been trained to do." (Courtesy of Air Force Reserve Command News Service)

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Shaw officials identify F-16 pilot killed in crash

07/06/01 - **SHAW AIR FORCE BASE, S.C. (AFPN)** -- Capt. Mitchell Bulmann, an Air Force pilot stationed at Shaw Air Force Base, S.C., was killed July 6 when his F-16CJ fighter crashed about 40 miles east of Charleston S.C.

Bulmann, from the 77th Fighter Squadron here, was participating in an air-to-air training mission when his plane crashed into the Atlantic Ocean.

A board of officers will investigate the accident.

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Pilot dies in Kunsan F-16 crash

06/13/01 - KUNSAN AIR BASE, Republic of Korea (AFPN) -- The pilot of an F-16 Fighting Falcon was killed June 12 when his aircraft crashed about 40 miles southeast of here.

First Lt. Randolph E. Murff, assigned to the 35th Fighter Squadron here, was on a night training mission.

Murff had 259.5 flying hours in the F-16 C/D model. He was the only person on board.

The aircraft was not carrying any live munitions.

To ensure the safety of the population around the crash, base officials have secured the area.

At this time, damage to civilian property is being assessed.

A board of officers will investigate the accident. (Courtesy of Pacific Air Forces News Service)

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Air Force releases cause of Kunsan F-16 crash

09/10/01 - HICKAM AIR FORCE BASE, Hawaii (AFPN) -- Pilot spatial disorientation was the likely cause of an F-16 Fighting Falcon crash 35 miles southeast of Kunsan Air Base, Republic of Korea, June 12, an Air Force investigator said. The pilot was killed in the crash.

Based on evidence obtained during the accident investigation, Brig. Gen. Dale Waters, board president, said the cause of the mishap was the pilot's failure to maintain spatial orientation.

Waters noted two significant contributing factors to the mishap as a result of his investigation: channelized attention and incapacitating spatial disorientation.

During a two-ship formation flying a night training mission, as both planes began rolling left turns, the mishap pilot apparently failed to check his attitude references because his attention was channeled on watching his wingman, an instructor pilot, through his night vision goggles. This caused him to unknowingly place his aircraft in a steep dive. Erratic and ineffective flight control inputs during the mishap pilot's fatal dive provide evidence that he was experiencing incapacitating spatial disorientation. (Courtesy of Pacific Air Forces News Service)

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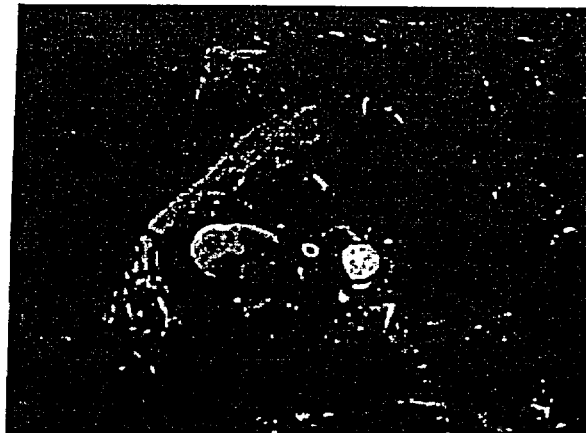
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Air Force News Archive



First Lt Mark Hadley, assigned to the 13th Fighter Squadron at Misawa Air Base, Japan, was rescued by the Japan Maritime Self Defense Force after his F-16 Fighting Falcon crashed into the Pacific Ocean east of Ripsaw Range. Hadley was treated for minor injuries and released from Misawa's base hospital. (courtesy photo)

Pilot ejects safely prior to F-16 crash

04/03/01 - **MISAWA AIR BASE, Japan (AFPN)** -- First Lt. Mark Hadley ejected safely as his F-16 Fighting Falcon crashed into the sea off northern Japan April 2.

Hadley, who is assigned to the 13th Fighter Squadron here, and his aircraft were a part of an air-to-ground combat training exercise at Ripsaw Range here at the time of the crash.

The fighter plunged into the sea about 12 miles northeast of the base. A Japanese navy helicopter rescued Hadley about 30 minutes after the crash.

A board of officers will investigate the accident. (Courtesy of Pacific Air Forces News Service)

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Officials release F-16 accident report

08/30/01 - **LANGLEY AIR FORCE BASE, Va. (AFPN)** -- Investigators determined engine failure led to an F-16 Fighting Falcon crash on the Melrose Bombing Range in New Mexico on March 21. The aircraft, assigned to the 27th Fighter Wing at Cannon Air Force Base, N.M., was destroyed. The pilot experienced minor injuries after ejecting from the aircraft.

Air Combat Command's accident investigation report released Aug. 30 said there was clear and convincing evidence complete failure of the No. 3 main thrust bearing led ultimately to engine failure.

Investigators also found two substantial factors that directly contributed to the accident. First, a crew chief failed to perform a proper pre-flight maintenance inspection. Second, maintenance personnel failed to identify a contaminated pump filter in the aircraft engine oil system.

The accident occurred during a four-ship low altitude intercept-training sortie.

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Air Force News Archive

Cannon F-16 aircraft crashes

12/14/00 - **TYNDALL AIR FORCE BASE, Fla. (AFPN)** -- An Air Force F-16 Fighting Falcon crashed about 2:50 p.m. Dec. 13, in the Gulf of Mexico.

At the time of the accident, the aircraft was on an air-to-air training mission. The plane was assigned to the 27th Fighter Wing Cannon Air Force Base, N.M. on temporary duty at the 53rd Weapons Evaluation Group, here.

The pilot, Lt. Col. John Harrison, safely ejected from the aircraft and is undergoing medical evaluation at the medical clinic here.

A board of officers will investigate the accident.

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ACC releases F-16 accident report

05/04/01 - **LANGLEY AIR FORCE BASE, Va. (AFPN)** -- Investigators have determined engine failure led to an F-16 Fighting Falcon crash over the Gulf of Mexico on Dec. 13.

The aircraft, assigned to the 27th Fighter Wing at Cannon Air Force Base, N.M., was on temporary duty at Tyndall AFB, Fla., at the time of the accident. The pilot experienced minor injuries after ejecting from the aircraft.

According to Air Combat Command's Accident Investigation Report released May 4, there was insufficient evidence to determine the exact cause of the accident. Testimony from the pilot and his wingman clearly supported that the aircraft experienced engine failure and fire; however, investigators were unable to locate and salvage the wreckage in order to determine an exact cause of the engine failure.

The accident occurred during an air combat training flight involving F-16 and F-15 Eagle aircraft.(Courtesy of ACC News Service)

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Moody F-16 crashes near Sarasota, Fla.

11/16/00 -- MOODY AIR FORCE BASE, Ga. (AFPN) -- An Air Force F-16C Fighting Falcon assigned to the 69th Fighter Squadron at Moody Air Force Base, Ga. collided with a small civilian aircraft at approximately 4 p.m. EST Nov. 16 near Sarasota, Fla.

The aircraft was on an air-to-ground training mission at the time of the incident. The pilot on board the military jet ejected safely. The condition of those on board the civilian aircraft is not known at this time.

A board of officers will investigate the accident.

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Command releases F-16 accident report

03/07/01 - **LANGLEY AIR FORCE BASE, Va. (AFPN)** -- Air Combat Command investigators have determined the cause of a midair collision between an F-16 Fighting Falcon and a Cessna 172 near Bradenton, Fla., on Nov. 16. They believe a critical combination of avionics anomalies, procedural errors and individual mistakes -- on the ground and in the air -- led to the accident.

The Cessna pilot, call sign Cessna 829, was killed in the accident. The F-16 pilot, call sign Ninja 2, ejected and sustained minor injuries. Both aircraft were destroyed in the accident.

At the time of the accident, Ninja 2 was part of a two-ship formation preparing to begin a surface-attack-training mission at the Avon Park Air Force Range in Florida. The Cessna had taken off from Sarasota-Bradenton International Airport, Fla. The other F-16, call sign Ninja 1, was not damaged in the accident and returned safely to Moody Air Force Base, Ga.

Air Force investigators identified two causes of the mishap. First, Ninja 2 and Cessna 829 failed to "see and avoid" each other in sufficient time to prevent the mishap. According to the accident investigation report, Ninja 2 expected Ninja 1 to make a sharp left turn onto a low-level military training route at any moment. His immediate focus was to see and avoid Ninja 1. Just prior to the collision, Ninja 2 saw a white flash, but did not realize it was another aircraft. There was conflicting testimony as to whether Cessna 829 saw the F-16 and attempted to maneuver his aircraft prior to the collision.

Second, Tampa air traffic controllers failed to transmit a safety alert to Cessna 829 when their radar system generated "conflict alert" warnings, indicating that two aircraft were in danger of a collision. Investigators determined that if the controllers had issued a safety alert to the Cessna when the first conflict alert began, it is likely the pilot would have had time to maneuver to avoid the collision.

Also, investigators identified three factors that substantially contributed to the accident. First, the F-16 flight lead, Ninja 1, lost situational awareness and descended under visual flight rules into Tampa Class B airspace without proper clearance from Tampa approach controllers. Ninja 1 was required to either avoid entry into Class B airspace or request permission from approach controllers to enter.

Second, Ninja 1's aircraft developed a position error in its navigation system that the pilot failed to recognize. The aircraft was actually nine to 11 miles south of where the pilot believed it to be, based on his internal navigation system reading. As a result, Ninja 1 unknowingly navigated his flight into Sarasota Class C airspace without the required communications with air traffic controllers.

Finally, investigators determined that Ninja 1 had made an inadvertent

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cursor input to his navigation system during the mission. The pilot failed to recognize the error when he switched into ground attack steering mode. As a result, he unknowingly navigated the flight further off course. If Ninja 1 had noticed the error when he switched to the ground attack steering mode and corrected it, investigators believe the collision could have been avoided. (Courtesy of ACC News Service)

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Air Force News Archive

Search concludes; Misawa pilot declared dead

11/15/00 - MISAWA AIR BASE, Japan (AFPN) -- The formal search and rescue operation launched to find the missing pilot from Nov 13's F-16 mid-air collision over the Sea of Japan was terminated at 10:22 a.m. local Nov. 15.

The exhaustive search, which covered hundreds of square miles, involved the Japan Self Defense Forces, the Japan Maritime Safety Agency, the U.S. Navy's Kitty Hawk Battle Group and the U.S. Air Force. Approximately 30 aircraft searched for more than 48 hours and failed to locate the pilot. U.S. and Japanese air and naval forces worked together in a well-coordinated and selfless effort using the latest technologies available.

"Based on the results of the search, the environmental conditions in the area and all available evidence, I have determined the pilot, Capt. Warren B. Sneed, to be lost at sea and deceased," said Brig. Gen. Chip Utterback, 35th Fighter Wing and Misawa Air Base installation commander.

"The entire Misawa community feels the loss of Captain Sneed and our thoughts and prayers go out to the Sneed family. Warren died in the defense of his country. His spirit, strength of character and constant smile are legacies that can now be used to bring us all together in this tough time," said Utterback.

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Investigators release Misawa F-16s midair collision results

03/12/01 - HICKAM AIR FORCE BASE, HAWAII -- U.S. Air Force investigators determined pilot error was the cause of a midair collision between two F-16 Fighting Falcons over the Sea of Japan Nov. 13.

The collision occurred 32 nautical miles west of Matsumae, Hokkaido, Japan. The mishap aircraft were No. 1 and 2, respectively, in a four-ship dissimilar air combat tactics exercise.

Early in the mission, the flight initiated a standard air-to-air gravity awareness maneuver to heighten aircrew awareness of the increased G-forces that would be experienced during a mission. The maneuver also provided an opportunity to test the aircraft equipment designed to prevent G-induced loss of consciousness and practice the anti-G straining maneuver.

Air Force instructions require aircrews to fly a G-awareness exercise anytime they plan or are likely to experience more than 5-G's during a mission.

Starting the maneuver four abreast with roughly 6,000 feet separation between aircraft, the flight initiated an in-place 90-degree right turn. When the flight rolled out of the turn the four were then in trail with each other -- No. 4 in the lead, then No. 3, then mishap pilot 1, and mishap pilot 2 last.

Mishap pilot 1 continued the G-awareness maneuver by next directing an in-place 180 degree left turn. This turn was initiated from a visual, in trail formation. During this turn the aircraft of mishap pilot 1 and mishap pilot 2 collided at about 12,900 feet altitude.

Both aircraft sustained major damage and were uncontrollable. No one in the flight saw mishap pilot 1 eject from his disabled aircraft before it crashed. Mishap pilot 2 successfully ejected and parachuted injury-free into the Sea of Japan, where he was rescued by a Japan air self-defense forces UH-60 helicopter.

U.S. forces, Japan self-defense forces, and the Japan Maritime Safety Agency conducted search and rescue efforts for two days before mishap pilot 1 was declared lost at sea and presumed dead.

Based on evidence obtained during the investigation, the Accident Investigation Board president's opinion is that the cause of the mishap was pilot 1's failure to see pilot 2 during the 180-degree turn and avoid a collision, as it was his responsibility to do.

Investigators also indicated there is substantial evidence that mishap pilot 2 misperceived his distance behind mishap pilot 1 before the second turn, causing a flight path conflict that mishap pilot 1 may not

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- have expected and thereby significantly contributed to the mishap.

The investigators also found substantial evidence that flying the 180-degree G-awareness turn from a visual, in-trail formation did not provide adequate collision avoidance opportunity for either pilot. (Courtesy of Pacific Air Forces New Service)

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Air Force News Archive

Engine failure cause of F-16 crash

03/21/01 - **LANGLEY AIR FORCE BASE, Va. (AFPN)** -- Engine failure caused an Oklahoma Air National Guard F-16 Fighting Falcon to crash Oct. 12 near Atlanta, Kan.

The aircraft was assigned to the 138th Fighter Wing at Tulsa International Airport. The pilot experienced only minor injuries after ejecting from the aircraft.

Air Force officials investigating the accident found evidence that the No. 3 bearing assembly completely broke-down, causing the engine to seize.

During the air-to-air training mission, the pilot heard a ratcheting sound from the engine and felt a violent vibration of the airframe. This was followed by a bang, rapid engine deceleration and subsequent engine shut down. The pilot tried twice to restart the engine but was unsuccessful.

The pilot ejected from the aircraft after his wingman radiod that the aircraft was on fire.

The F-16 crashed into grazing land, causing minor property damage. (Courtesy of Air Combat Command News Service)

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Aug 30, 2001
Release #: 0830005

F-16 ACCIDENT REPORT RELEASED

LANGLEY AIR FORCE BASE, Va. -- Investigators have determined engine failure led to an F-16 crash on the Belrose Bombing Range in New Mexico March 21. The aircraft, assigned to the 27th Fighter Wing at Cannon Air Force Base, N.M., was destroyed. The pilot experienced minor injuries after ejecting from the aircraft.

According to Air Combat Command's Accident Investigation Report released today, there was clear and convincing evidence complete failure of the number three main thrust bearing led ultimately to engine failure. Investigators also found two substantial factors that directly contributed to the accident. First, a crew chief failed to perform a proper pre-flight maintenance inspection. Second, maintenance personnel failed to identify a contaminated pump filter in the aircraft engine oil system.

The accident occurred during a four-ship low altitude intercept-training sortie.

For more information, please contact the Air Combat Command Public Affairs office at (757) 764-5007 or e-mail cc.pam@langley.af.mil.

NUCLEAR REGULATORY COMMISSION

Docket No. _____ Official Exh. No. 75
 In the matter of PF 5
 Staff _____ IDENTIFIED _____
 Applicant _____ RECEIVED ✓
 Intervenor ✓ REJECTED _____
 Other _____ WITHDRAWN _____
 DATE 5/15/02 Witness _____
 Clerk pal

DOCKETED
 USNRC

2003 JAN 29 PM 2: 52
 OFFICE OF THE SECRETARY
 RULEMAKINGS AND
 ADJUDICATIONS STAFF