

EXECUTIVE SUMMARY
ACCIDENT INVESTIGATION BOARD T-6A, 01-3613/00-3579
14TH FLYING TRAINING WING, 41ST FLYING TRAINING SQUADRON
COLUMBUS AIR FORCE BASE, MISSISSIPPI
28 NOVEMBER 2007

On 28 November 2007, at 12:38 Central Standard Time (CST), two T-6As, tail numbers 01-3613 (MA1) and 00-3579 (MA2), operating out of the 14th Flying Training Wing, 41st Flying Training Squadron, Columbus Air Force Base (AFB), Mississippi, collided in mid-air. The collision occurred three miles northeast of Gunshy Auxiliary Airfield, which is 40 miles south of Columbus AFB. Both mishap aircraft (MA) were conducting flying training on approved Air Education and Training Command syllabus sorties with a mishap student pilot (MSP) in the front seat and a mishap instructor pilot (MIP) in the backseat. The collision occurred while both MA were operating under Visual Flight Rules, in Visual Meteorological Conditions (VMC), in Class D airspace. After the mid-air collision, both MA were determined to be unflyable by their respective MIPs, and all four crew members safely ejected. They were all treated at Columbus AFB Medical Clinic and released the same day. Both MA were completely destroyed at a total loss of \$10,010,740.08. The collision resulted in debris fields on three separate parcels of uninhabited private property. To date, there are no known claims for damage to any of the properties. Wreckage recovery and environmental remediation is forecasted to cost under \$40,000.

Just prior to the collision, MA1 approached the Gunshy VFR entry point and executed a pre-planned breakout maneuver with a right climbing turn from 1300 to 2300 feet Mean Sea Level (MSL). During the maneuver, MSP1 initially turned the wrong direction, failed to make an advisory radio call, and began an aggressive climb that would overshoot the desired altitude. Correcting these three simultaneous errors resulted in task saturation to the point where MSP1 and MIP1 did not adequately clear their flightpath during their climbing turn. MA1 had no awareness of any other aircraft operating in the pattern until they impacted MA2.

MA2 was previously established in the Gunshy pattern and also operating in the vicinity of the VFR entry point at 2300 feet MSL after initiating a breakout from the perch point. They had radio Situational Awareness of MA1 entering the pattern, but had never acquired them visually. MA2 did not hear or process MA1's late "VFR entry, breaking out" call. At impact, MA2 was flying straight and level, heading 040° with MIP2 at the controls instructing MSP2.

Clear and convincing evidence suggests that the cause of this aircraft mishap was pilot error, specifically, failure of the MIPs and MSPs to adequately clear their flightpaths in accordance with Air Force Manual 11-248.

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.